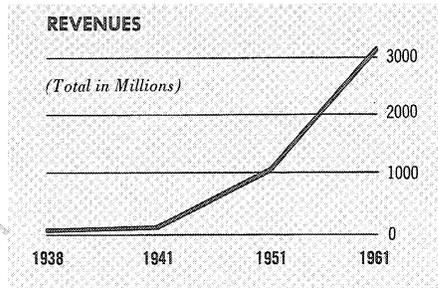


W. G. Jensen

Official Publication  
of the Air Transport  
Association of America

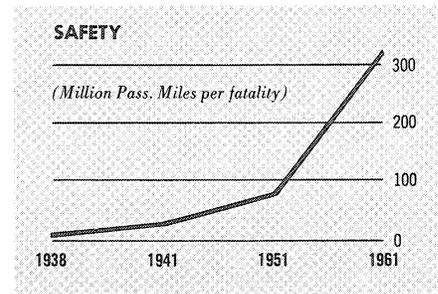
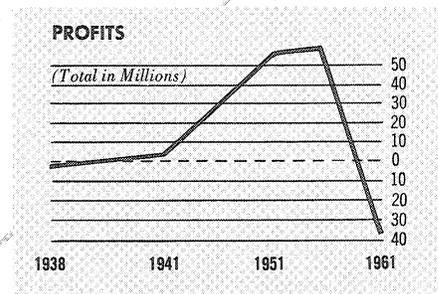
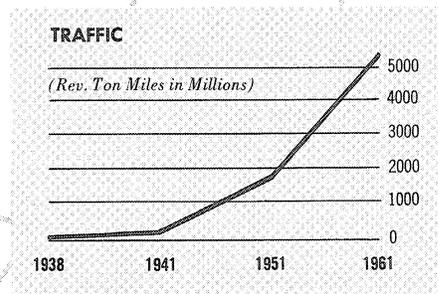
TOTAL CERTIFICATED U.S. INDUSTRY



TWENTY THIRD  
EDITION

1962

**FACTS & FIGURES** *about*  
**Air Transportation**



## FACTS AT A GLANCE . . .

### Traffic and Financial Summary for the United States Scheduled Airline Industry

	1961	1960	% Change Over 1960	1951	% Change Over 1951
	(000)	(000)		(000)	
<b>TRAFFIC</b>					
Passengers .....	58,441	57,876	0.97	24,851	135.17
Passenger miles .....	39,827,267	38,862,809	2.48	13,203,510	201.64
Freight ton miles .....	732,946	643,339	13.93	253,140	189.54
Mail ton miles .....	299,216	249,626	19.84	91,823	225.86
Express ton miles .....	61,167	59,469	2.86	41,893	46.01
Total Revenue ton miles .....	5,393,543	4,728,008	14.08	1,689,537	219.23
Available plane miles .....	969,300	997,969	- 2.87	526,591	84.07
Available seat miles .....	71,848,663	65,566,354	9.58	19,983,937	259.53
<b>FINANCIAL<sup>P</sup></b>					
Total Operating Revenues .....	3,073,292	2,884,779	6.53	1,024,045	200.11
Total Operating Expenses .....	3,016,537	2,807,285	7.45	896,421	236.51
Net Operating Income .....	56,755	77,494	-26.76	127,624	- 55.53
Net Profit or Loss <sup>1</sup> .....	(36,887)	8,604	.....	55,009	.....
Rate of Return on Investment <sup>2</sup> .....	1.9	3.21	- 1.31	10.97	- 9.07
Profit Margin on Sales <sup>3</sup> .....	.....	0.30	.....	5.37	.....

<sup>1</sup> After taxes and special items.

<sup>2</sup> Net income—before interest and after taxes as per cent of average net worth and long-term debt.

<sup>3</sup> Profit as per cent of revenues.

<sup>P</sup> Preliminary

STUART G. TIPTON, *President  
Air Transport Association  
of America*



## THE PRESIDENT'S MESSAGE

In the broad complex of national progress, 1961 was a year which saw the nation's certificated airline industry serve as a major force in accelerating overall economic growth.

In the field of public service transportation, it was a year that saw the airlines fulfill the pre-jet age promises of new dimensions in moving people and goods.

In both of these vital and, of course, directly related areas, the contribution was one in which not only the airlines and their employees but the people and government of the United States can take pride.

Modernization of plant and equipment, for example, is essential to national economic growth. The airlines were in the forefront of such activity. New planes, new facilities for maintaining and servicing the planes, and new facilities to benefit the passenger and shipper were put into service. These things were done by domestic and international trunk airlines, local service, helicopter, cargo, and territorial carriers—all segments of the certificated system. And modernization, as brought about by the multi-billion dollar jet age transition, continues.

In elevating the business of public transportation to unparalleled heights in service, safety, and efficiency, the airlines offered a record amount of service and carried a record volume of traffic in 1961. The U.S. scheduled airlines, with a fleet of 1,859 planes, carried over 58 million passengers and more than one billion ton miles of freight, mail and express in 1961.

And the safety record—0.31 fatalities per 100 million passenger miles—was the third best in airline history and made 1961 the tenth consecutive year that the annual safety rate has been less than one fatality per 100 million passenger miles.

Significantly, the airlines have brought about these new dimensions in public service while maintaining air travel as one of the best bargains for the nation's consumers. A series of emergency fare increases have

been authorized by the Federal government in the past few years. Yet, while air service today is vastly superior, there is an amazingly close relationship between present fares and those as far back as 1938.

The overall fare per passenger mile in 1961, for example, was only 18.8% above the 1938 average fare, although prices generally, as measured by the Consumer Price Index, were up 111.4%. Also, 57.8% of 1961 passenger traffic was at tourist fares which are about the same as those in effect in 1938 for the one-class service then provided.

1961 also saw the airlines' investment rise to a new high of \$2.8 billion, an increase of 377.8% in ten years. Employment increased to a new high of 171,610 people, or some 80% more than had airline jobs in 1951.

It is significant to note that the airlines have thus increased their investment per employee from \$6,101 in 1951 to \$16,266 in 1961.

By all of the meaningful yardsticks the airlines have exemplified everything that our government leaders have urged American business in general to do for the overall progress of the United States.

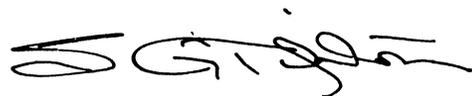
A tremendous advance such as the jet age transition, of course, is not without its problems. The financial condition of the industry, for example, must be improved. In 1960, the domestic trunk airlines earned less than a million dollars on total revenues of \$1.9 billion. Last year, although revenues went over the \$2.0 billion total, a net loss of \$34.7 million was experienced.

Also traffic growth must be stimulated. The 2½% increase in revenue passenger miles in 1961 was well below the growth rate experienced in the pre-jet age period. There is the threat of foreign air carrier competition which last year, for the first time, saw foreign-flag airlines carry more passengers to and from the United States than our own flag carriers.

Ours, of course, is a highly-regulated industry and the impact of government decisions and actions is heavy. It is imperative that the government, therefore, recognize the tremendous accomplishments of the industry and, in the light of those accomplishments, reflect a true understanding of the airlines' problems.

For our part, action will be consistent with that of airline management in the past—forward movement, initiative, innovation, improvement in service, progress in safety, and reasonable pricing.

A cooperative effort, a partnership between industry and government in an endeavor that by nature embodies such a partnership, seeking to achieve maximum progress in a new basic industry, will insure the greatest possible contribution by that industry to broad national objectives.



STUART G. TIPTON



## Your Guide to Facts and Figures

Inside Front Cover	Facts At A Glance
3	The President's Message
6	New Dimensions in Public Service
8	Airlines No. 1 in Inter-City Passenger Travel
9	Air Leads U.S.-Foreign Traffic Growth
10	A Report on Progress and Developments
10	Airline Fares
	Local Service Airlines—Growth Leader
11	Perfect Safety—Airlines' No. 1 Goal
	The Helicopter Jet Age
12	A Growing Industry—Provides More Jobs
	An Ever-Increasing Investment
13	Domestic Trunk Airlines—Coach Takes Over
	U.S.-Flag Traffic Up—Load Factors Down
14	Air Freight and Express—Volume Grows
	Airlines and the New States
15	Airlines' Passengers Pass 58,000,000
	More Mail By Air
16	The Business Side of Air Transportation
20	A Look Ahead
21	Traffic and Financial Results
22	Available Service and Utilization
23	Revenue Ton Miles of Traffic Carried
24	Operating Revenues
26	Operating Expenses
28	Profit or Loss, Summary of
30	Assets, Liabilities and Stockholders' Equity
34	Aircraft Owned and on Order
35	Classes of U.S. Commercial Air Carriers
Back Cover	Air Transport Association of America, Officers, Directors, and Member Airlines.

### A DECADE OF GROWTH AND PROGRESS

	1951	1961	% Increase
Total Passengers	24,851,000	58,441,000	135.2
Passenger Miles	13,203,510,000	39,827,267,000	201.6
Mail Ton Miles	91,823,000	299,216,000	225.9
Freight Ton Miles	253,140,000	732,946,000	189.5
No. of Aircraft	1,207	1,844	52.8
Av. Seat Miles	19,983,937,000	71,848,663,000	259.5
Fastest Cr. Speed	300 mph	625 mph	108.3
No. Employees	100,655	171,610	70.5
Payroll	\$422,180,779	\$1,214,577,256	187.7
Average Wage	\$4,194	\$7,078	68.8

## NEW DIMENSIONS . . .

The vast modernization program of the United States scheduled air transport industry is still in progress. New planes, new ground facilities, new ways of continually doing things better and for more people are adding new dimensions to life's basic requirement of moving people and things between places.

1961 was the third full year of the civil jet age. It saw all of the U. S. domestic trunk and international carriers operating pure-jet aircraft in increasing numbers. A total of 117 jets were added during the year, bringing the pure jet fleet to 319 planes. Significantly, over half of the industry's passenger miles were flown in jets.

The local service airlines, which link American communities with one another and with major metropolitan centers, have added and continue to add larger, faster, more modern turbo-prop and piston-engined equipment to augment or replace DC-3s. In 1961, the local service fleet was increased by 34 planes to a total of 353.

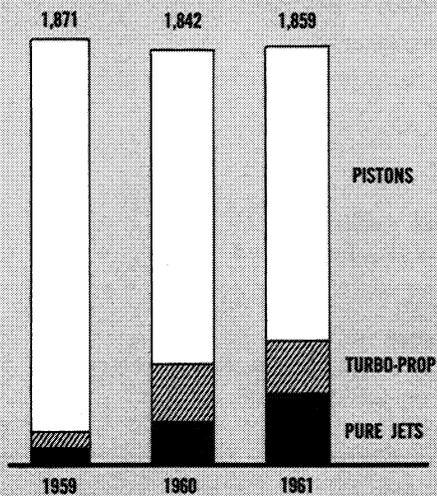
All-cargo airlines are now flying new turbo-prop airfreighters. Also, scheduled airline service in Hawaii and Alaska features more and more pure-jet and turbo-prop aircraft.

The total number of turbo-props in service at the end of 1961 on all segments of the U. S. scheduled airline system was 257, an increase of 30 over 1960.

All in all, the jet-powered fleet — pure jets and turbo-props — numbered 576 at the end of 1961.

The jet age equipment transition, in which the U. S. airline industry has committed well over \$3 billion, also includes a major step forward by the three certificated helicopter carriers

### TOTAL AIRLINE FLEET



1,704	1,413	1,283	PISTONS
83	228	257	TURBO-PROP
84	202	319	PURE JETS

“... air commerce, whether at home or abroad, soared into a different realm than any that had gone before.”

—SUPREME COURT JUSTICE JACKSON

## ... IN PUBLIC SERVICE

which this year are introducing a new generation of twin-engined turbine aircraft.

Coincident with the addition of newer aircraft is the retirement of older piston planes from the U. S. carriers' fleet. In 1961, the number of piston planes in service decreased to 1,283, from 1,413 the year before.

As a result, the total fixed-wing fleet remained fairly constant at 1,859, compared with 1,842 in 1960. The fact that the airlines are able to provide a greater amount of service with virtually the same number of planes, of course, testifies to the greater productivity of the new aircraft.

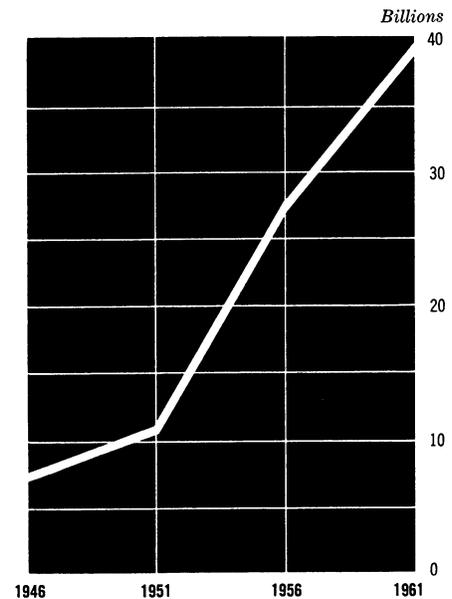
New dimensions in service on the ground are also evident. Individually and collectively as an industry, the airlines are forging ahead with an unprecedented customer service program. It covers the broad range of activities — reservations, ticketing, passenger check-in, luggage handling and terminal convenience and comfort.

Well over \$100 million has already been committed, for example, to the development and installation of electronic computer systems for reservations.

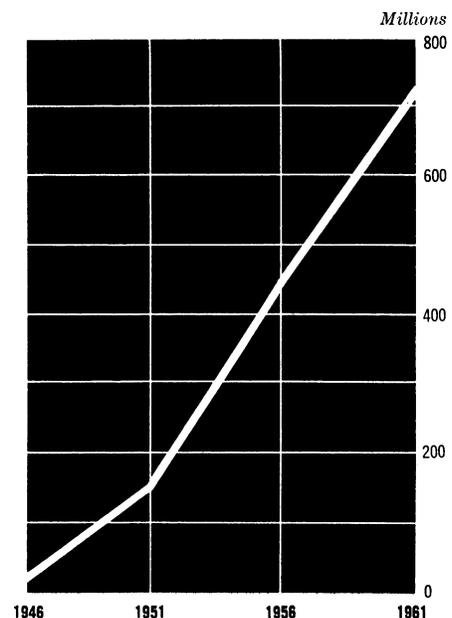
Airfreight service, which is revolutionizing total distribution cost concepts of manufacturers — thanks to the speed and efficiency of today's modern aircraft — is being further enhanced by new dimensions in ground handling.

The U. S. scheduled air carriers have developed improved materials-handling systems and equipment. Modern air freight terminals are going up at numerous airports. Mechanized loading systems are being developed. And, of course, as more jets are added, available freight capacity continues to grow.

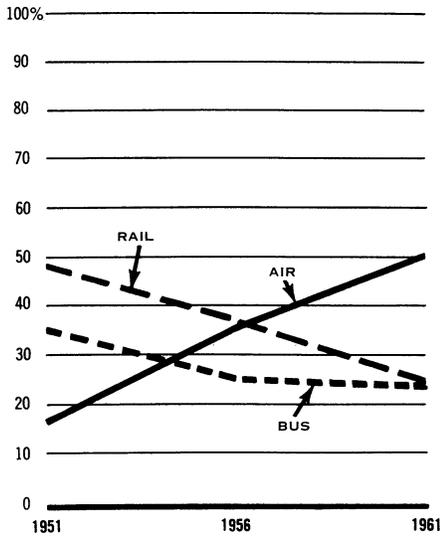
... public use, as measured in passenger miles, UP 428% since 1946



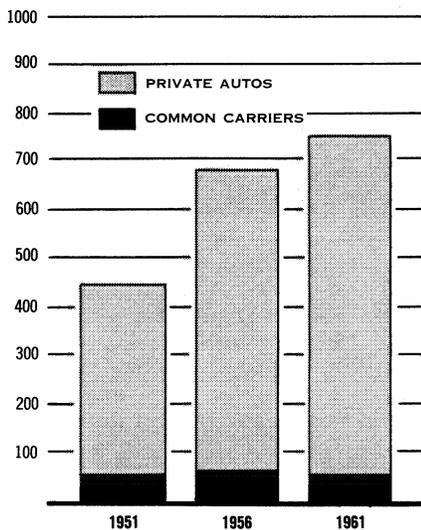
... public use, as measured in freight ton miles UP 4890% since 1946



... air share of domestic, intercity, common carrier passenger miles now exceeds rail and bus combined



... but common carriers (air, rail, and bus) are getting smaller share of intercity passenger miles



## NEW DIMENSIONS IN PUBLIC SERVICE

### AT HOME ...

#### Airlines No. 1 in Public Inter-City Passenger Travel

The policies of modernization and expansion which have marked U. S. airline management philosophy over the years have been responsive to a significant switch in America's travel needs and habits.

Just ten years ago, for example, railroads were the dominant form of public transportation for inter-city passengers. Buses ranked second and air travel was third with only 17% of the total passenger-miles. By 1957, the public was flying in such great numbers that air took over 1st place in the common carrier field.

Last year another milestone was reached. Air passenger miles, for the first time, exceeded 50% of the total common carrier market, an event which means airlines now carry more than railroads and buses combined.

Significantly, the airlines have become the prime means of public transportation between American cities during a period in which the total common carrier market has failed to increase. Gains by the airlines have been offset by reductions in railroad and bus traffic.

Although total passenger traffic between cities has increased substantially in the past decade, the private automobile has been chiefly responsible. This means that the common carrier, or public transportation share of inter-city passenger miles has declined from 14% of total in 1951 to 8.3% in 1961.

Over that same period, the airlines' share of the total market increased from 2.4% in 1951 to 4.1% last year.

Airlines and other members of the transportation industry have repeatedly urged the Government to remove obstacles to vitally needed common carrier growth. Chief among these obstacles has been the World War II tax on passengers which was specifically designed to discourage travel on essential common carrier facilities during the war.

#### INTER-CITY PASSENGER TRAVEL IN THE UNITED STATES

(Passenger-miles in Millions)

	1951	1956	1957	1958	1959	1960	1961
<b>Common Carriers</b>							
Airlines .....	10,501	22,276	25,246	25,256	29,151	30,375	<b>30,879</b>
Railroads .....	29,750	23,380	21,550	18,479	17,522	17,065	<b>15,857</b> E
Motor Bus 1 .....	21,499	16,409	16,377	15,083	14,300	14,900	<b>15,000</b> E
<b>Total</b> .....	<b>61,750</b>	<b>62,065</b>	<b>63,173</b>	<b>58,818</b>	<b>60,973</b>	<b>62,340</b>	<b>61,736</b>
<b>Air Share (%)</b> .....	<b>17.0</b>	<b>35.9</b>	<b>40.0</b>	<b>42.9</b>	<b>47.8</b>	<b>48.8</b>	<b>50.1</b>
Private Automobile .....	379,324	617,700	644,800	629,496	659,435	660,000	<b>685,000</b>
<b>Total Common Carrier and Auto</b> .....	<b>441,074</b>	<b>679,765</b>	<b>707,973</b>	<b>688,314</b>	<b>720,408</b>	<b>722,340</b>	<b>746,700</b>
<b>Common Carrier Share (%)</b> .....	<b>14.0</b>	<b>9.1</b>	<b>8.9</b>	<b>8.5</b>	<b>8.6</b>	<b>8.6</b>	<b>8.3</b>
<b>Air Share (%)</b> .....	<b>2.4</b>	<b>3.3</b>	<b>3.6</b>	<b>3.7</b>	<b>4.0</b>	<b>4.2</b>	<b>4.1</b>

E Estimated  
1 Regular interstate route operations only.

Sources: CAB Recurrent Reports, I.C.C. Transport Economics, NAMBO.

## ... AND ABROAD

### Air Leads U. S. — Foreign Passenger Traffic Growth

Modern, long-range aircraft have stimulated travel between the United States and foreign countries. In the last ten years, the number of passengers to and from this country has increased 181% to a record high in 1961 of 6,423,000.

Although the number using steamships increased over that period, most of the additional passengers have flown. Thus, the steamships carried 522,000 more passengers in 1961 than in 1951, but U. S. and foreign-flag airlines carried 3,619,000 more than in 1951.

As a result, the airlines' share of total U. S. - foreign passengers increased from 58.5% in 1951 to 77.4% in 1961.

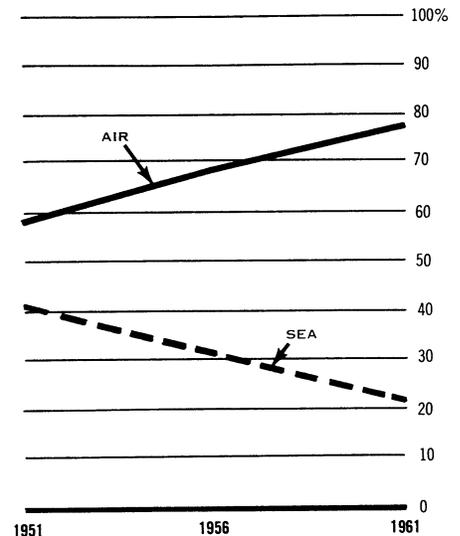
Significant in 1961, however, foreign-flag airlines, for the first time, carried more of our international passenger traffic than did our own Flag airlines. The U. S.-Flag carriers' share of the U. S. - foreign passenger air market, which in 1951 was 70.8%, reached a new low of 49.6% in fiscal 1961.

This has resulted mainly from the large number of foreign airlines to which our government has granted access to the U. S. air market, where more than six out of every ten passengers is a U. S. citizen.

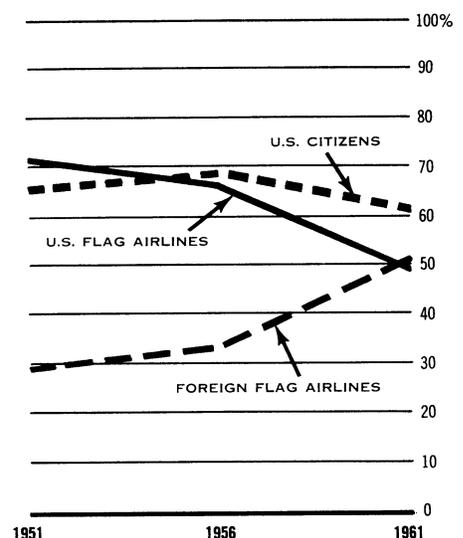
In the highly-competitive North Atlantic air market, U. S.-Flag Airlines carry only 34% of the commercial air traffic. In this market, three U. S. airlines, including one all-cargo carrier, compete with 18 foreign airlines.

While the U. S.-Flag carriers continue to modernize their fleet, expand and vigorously promote their services, their declining share of the passenger traffic — reminiscent of what happened years ago to our Merchant Marine — has prompted major policy studies in the Congressional and Executive branches of our government.

... airlines share of total U.S.-foreign passengers continues to rise



... but U.S. Flag Airlines are getting a decreasing share of the air market



### PASSENGER TRAVEL BETWEEN THE UNITED STATES AND FOREIGN COUNTRIES\*

(Thousands of Passengers)

	1951	1956	1957	1958	1959	1960	1961
Passengers via Air .....	1,335	2,643	3,053	3,402	4,064	4,576	<b>4,952</b>
Passengers via Sea .....	947	1,241	1,262	1,219	1,426	1,474	<b>1,469</b>
Total via Air and Sea .....	2,281	3,884	4,315	4,621	5,490	6,050	<b>6,423</b>
<b>Air Share (%) .....</b>	<b>58.5</b>	<b>68.0</b>	<b>70.8</b>	<b>73.6</b>	<b>74.0</b>	<b>75.6</b>	<b>77.4</b>
Passengers via U. S.-Flag Airlines .....	946	1,763	1,911	2,053	2,358	2,505	<b>2,458</b>
Passengers via Foreign-Flag Airlines .....	389	880	1,142	1,349	1,706	2,071	<b>2,496</b>
U. S. Citizens via Air (%) .....	64.6	68.6	66.7	66.0	64.3	63.0	<b>61.2</b>
<b>U. S.-Flag Airlines' Share (%) .....</b>	<b>70.8</b>	<b>66.7</b>	<b>62.6</b>	<b>60.0</b>	<b>58.1</b>	<b>54.8</b>	<b>49.6</b>

\* Figures are for fiscal years and are exclusive of travel over land borders (except Mexican air travel), crewmen, military personnel, and travelers between continental United States and its possessions.

Source: U. S. Department of Justice, Immigration and Naturalization Service, "Report of Passenger Travel Between the United States and Foreign Countries."

# A REPORT ON PROGRESS AND DEVELOPMENTS

## AIRLINE FARES — *A Continuing Bargain*

The fare for travel on the U. S. scheduled airline system continues to be an outstanding bargain. The average 1961 air fare in the United States was 11.9% over the 1951 fare and just one penny per passenger mile over the average 1938 fare. While air fares increased just 18.8% on the average since 1938, the price of things generally, as measured by the consumer price index, increased 111.4%.

Actually, the average domestic air coach fare in 1961 was only one-tenth of a cent per passenger mile above the 1938 fare level, yet, the modern-day air coach service is vastly superior to the one-class air service available in 1938.

U. S. air fares also are among the world's lowest; in many cases, first-class air fares in this country are less than European coach fares.

**AIRLINE FARES COMPARED**  
Average Revenue Per Passenger Mile — Intercity Common Carriers  
(For Selected Years, In Cents Per Mile)

	1951	1956	1957	1958	1959	1960	1961	% Changes 1951/1961
<b>Scheduled Airlines:</b>								
Domestic—Coach .....	4.44	4.29	4.25	4.52	4.63	5.01	<b>5.48</b>	23.4
All Services .....	5.61	5.33	5.31	5.64	5.88	6.09	<b>6.28</b>	11.9
International—Tourist* .....	.....	5.99	5.77	5.58	5.38	5.59	<b>5.43</b>	.....
All Services .....	7.10	6.68	6.55	6.46	6.29	6.35	<b>6.08</b>	(14.4)
<b>Railroads, Class I</b>								
First Class .....	3.27	3.39	3.68	3.75	3.84	3.83	<b>3.94</b>	20.5
Coach .....	2.47	2.56	2.71	2.76	2.77	2.77	<b>2.84</b>	15.0
<b>Motor Buses, Class I</b> .....	1.95	2.13	2.29	2.42	2.59	2.70	<b>2.78 P</b>	42.6

\* Includes Economy Fares.

P Preliminary



## LOCAL SERVICE AIRLINES — *Industry Growth Leader in 1961*

With giant steps forward in fleet modernization and service expansion, the local service airlines paced industry growth last year. Total passengers increased 15.8% to 6,478,000; passenger miles were up 17.7% to 1,343,800,000; and freight ton miles increased 42.8% to 5,491,000.

Net profit for the local industry was \$5,016,000 in 1961, an industry record. Under the new Class Rate system of determining public service revenues, commercial revenues rose to 64.5% of total revenues in 1961, from 57.4% in 1960. At the same time, subsidy payments were \$2 million less than the Civil Aeronautics Board had earlier forecast.

**HOW THE LOCAL SERVICE AIRLINES  
HAVE GROWN IN A DECADE**

	1951	1961	% Increase
Total Revenues .....	\$ 37,632,000	\$ 177,101,000	<b>370.6</b>
Revenue Passenger Miles .....	289,609,000	1,343,800,000	<b>364.7</b>
Total Passengers .....	1,481,000	6,478,000	<b>337.4</b>
Freight Ton Miles .....	920,000	5,491,000	<b>496.8</b>
Mail Ton Miles .....	787,000	3,356,000	<b>326.4</b>
Express Ton Miles .....	908,000	3,019,000	<b>232.5</b>

## A REPORT ON PROGRESS AND DEVELOPMENTS

### PERFECT SAFETY — *The Airlines' No. 1 Goal*

No phase of airline operation gets greater concentration than safety. The amazing progress in making flying safer over the years bears this out. For ten consecutive years, the airlines' safety rate has been less than one fatality per 100 million passenger miles. In 1961, one of the safest of all years, the rate, either in terms of fatalities per hundred million passenger miles or passenger miles flown per fatality, improved. At the rate of 0.31 fatalities per hundred million passenger miles, for example, travel on a U. S. scheduled airliner was seven times safer in 1961 than driving a private auto.

Safety, of course, doesn't just happen. On top of Federal safety regulations, the airlines have their own rigid safety standards. About \$1.5 million is spent each day on the inspection and maintenance of scheduled airliners. Training and testing alone was a \$60 million item last year. A single jet airliner carries close to \$1 million worth of electronic safety gear—about 1/5th the cost of the plane itself.

**COMPARATIVE TRANSPORT SAFETY RECORD**  
**Passenger Fatality Rate per 100,000,000 Revenue Passenger Miles**  
*(For Selected Years)*

	1951	1956	1957	1958	1959	1960	1961
<b>U. S. Scheduled Airlines</b>							
Domestic							
Fatalities.....	142	143	30	113	211	336	124
Rate.....	1.35	0.61	0.12	0.43	0.68	1.10	0.40
International & Territorial							
Fatalities.....	43	9	40	11	59	1	0
Rate.....	1.59	0.17	0.67	0.18	0.86	0.01	0.00
Total U. S. Scheduled Airlines							
Fatalities.....	185	152	70	124	270	337	124
Rate.....	1.40	0.50	0.20	0.38	0.71	0.86	0.31
<b>Motor Buses</b>							
Fatalities.....	130	80	90	120	100	60	N.A.
Rate.....	0.22	0.16	0.17	0.24	0.18	0.11	N.A.
<b>Railroads</b>							
Fatalities.....	150	57	17	62	12	33	17*
Rate.....	0.43	0.20	0.07	0.27	0.05	0.16	0.08
<b>Autos</b>							
Fatalities.....	21,000	26,600	25,600	24,200	24,800	24,600	N.A.
Rate.....	2.4	2.7	2.6	2.3	2.3	2.2	N.A.

N.A.—Not Available.      \* Preliminary



### THE HELICOPTER JET AGE — *Further Advances in 1962*

An experiment rich in its civil and military contributions moves into its most advanced stage in 1962 as the nation's three pioneering scheduled helicopter carriers introduce twin-engined turbine aircraft.

Los Angeles Airways has introduced Sikorsky S-61L helicopters, Chicago Helicopter Airways plans to introduce S-61Ls, and New York Airways will operate Vertol 107s.

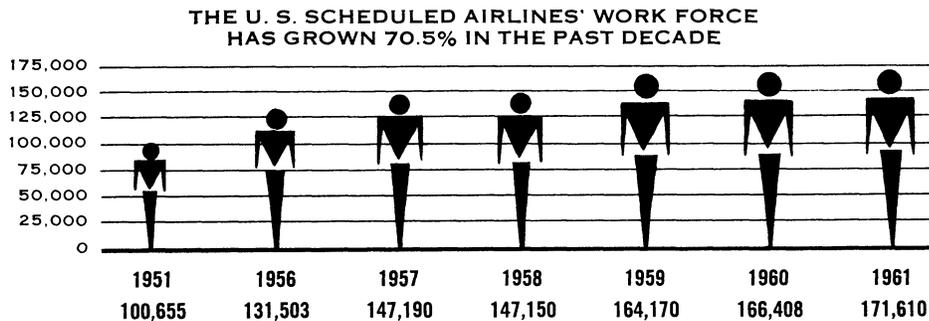
In 1961, the three lines, the benefits of whose service ranges in impact far beyond the three metropolitan areas in which they operate, carried 430,000 passengers and 145,000 ton miles of mail, freight and express. The passenger total, just under the 1960 record of 490,000, was as much as carried in the first six years combined of scheduled U. S. passenger helicopter service.

A REPORT ON PROGRESS AND DEVELOPMENTS

**A GROWING INDUSTRY — Provides More Jobs**

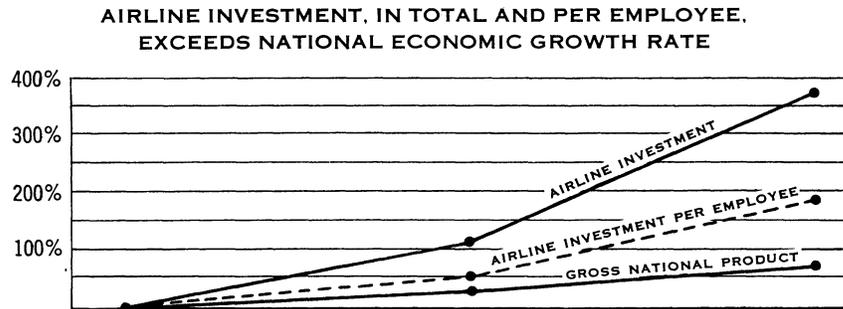
Airline employment climbed to a record high of 171,610 in 1961, a one-year increase of 2.4 per cent over the 1960 total of 167,612. In the three full years of the civil jet age, employment in the U. S. scheduled airline industry has increased 24,460, or 16.6%.

The airlines' annual wage bill last year was \$1,214,577,256, up \$93.8 million, or 8.4 per cent over the previous high of \$1,120,729,000 in 1960. The average airline wage per employee climbed to a new high of \$7,078, up 5.9 per cent over the 1960 average of \$6,686.



**AN EVER-INCREASING INVESTMENT — In Progress**

The airline industry's established reputation as a leading force in national progress is evident also in the constantly increasing investment in the industry. In 1961, total investment reached a record high of \$2,791,324,000, a one-year increase of 8.6% over 1960, and a ten-year increase of 377.8% over 1951. For those same periods, overall national economic activity as reflected in the Gross National Product, increased only 3.4% last year and 58.4% over the last ten years. Airline investment will continue to grow, of course, as deliveries of new planes and installation of new facilities covered by the industry's \$3 billion-plus jet age commitment take place.



	1951	1956	1961
Airline Investment.....	\$584,171,000	\$1,201,900,000	\$2,791,324,000
Percent over 1951.....	0	105.74	377.83
Per Airline Employee.....	\$6,101	\$9,140	\$16,266
Percent over 1951.....	0	49.81	166.61
Gross National Product.....	\$328,975,000,000	\$419,180,000,000	\$521,300,000,000
Percent over 1951.....	0	27.42	58.46

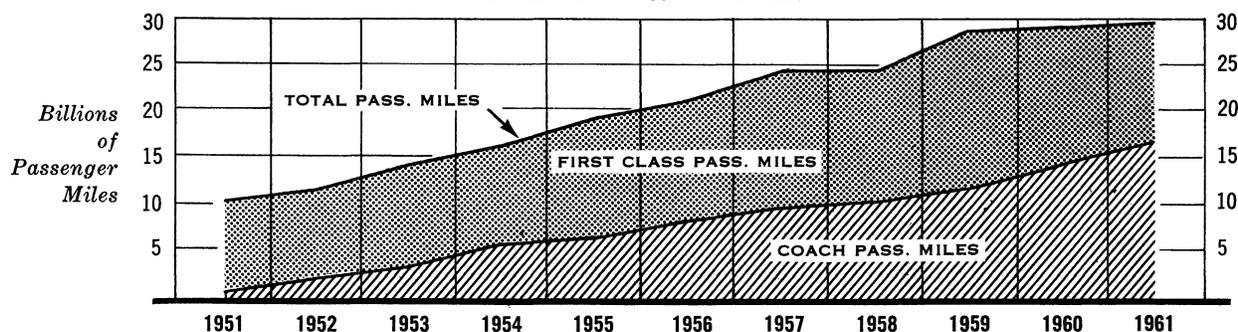
## A REPORT ON PROGRESS AND DEVELOPMENTS

### DOMESTIC TRUNK AIRLINES — *Coach Takes Over*

Coach traffic on the domestic trunk airlines increased 18.7% to a record 17,081,000,000 passenger miles in 1961. As first-class passenger miles dropped 16.1% to 12,454,000,000, the lowest figure since 1955, coach exceeded first class traffic for the first time within the United States. Coach percentage of total passenger miles in 1961 was 57.8%, up from 49.2% in 1960.

Net result of the major shift in trunk passenger traffic was a slight gain in total passenger miles of 1.0% over 1960. Although the trunks increased capacity (available seat miles) at a conservative rate of 6.9%, the retarded rate of overall traffic growth resulted in a drop in load factor to 56.2% last year from 59.5% in 1960.

**TREND OF REVENUE PASSENGER MILES BY CLASS OF SERVICE  
DOMESTIC TRUNK AIRLINES**



(In Millions)

<b>First Class</b> .....	8,933	9,766	10,579	10,913	12,489	13,577	15,012	14,391	15,853	14,845	<b>12,454</b>
<b>Coach</b> .....	1,288	2,355	3,719	5,321	6,716	8,066	9,487	10,045	12,274	14,387	<b>17,081</b>
<b>Total</b> .....	10,211	12,121	14,298	16,235	19,206	21,643	24,450	24,436	28,127	29,233	<b>29,535</b>
<b>Coach %</b> .....	12.5	19.4	26.0	32.8	35.0	37.3	38.7	41.1	43.6	49.2	<b>57.8</b>



### U. S. - FLAG INTERNATIONAL AIRLINES TRAFFIC UP — *Load Factors Down*

International traffic of U. S.-Flag Airlines increased 5.6% to a record 8,768,500,000 revenue passenger miles in 1961, but passenger load factors dropped to 55.6% from 62.6% in 1960. Low-fare traffic (economy plus tourist) accounted for all of the revenue passenger-mile increase, up 10.3% to a record 7,035,000,000. First-class passenger miles dropped 17.8% to 1,733,000,000. Low-fare traffic accounted for 80.2% of all passenger miles in 1961, up from 74.6% the previous year.

**TREND OF REVENUE PASSENGER MILES BY CLASS OF SERVICE  
INTERNATIONAL AND TERRITORIAL OPERATIONS**

(In Millions)

	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	<b>1961</b>
<b>First Class</b> .....	2,197	2,262	2,024	1,609	1,702	1,849	2,042	2,023	2,178	2,107	<b>1,733</b>
<b>Economy/Tourist</b> .....	416	803	1,426	2,202	2,796	3,377	3,840	4,101	4,887	6,199	<b>7,035</b>
<b>Total</b> .....	2,614	3,065	3,451	3,810	4,499	5,226	5,882	6,124	7,064	8,306	<b>8,768</b>
<b>Economy/Tourist %</b> ..	15.9	26.2	41.3	57.8	62.2	64.6	65.3	67.0	69.2	74.6	<b>80.2</b>

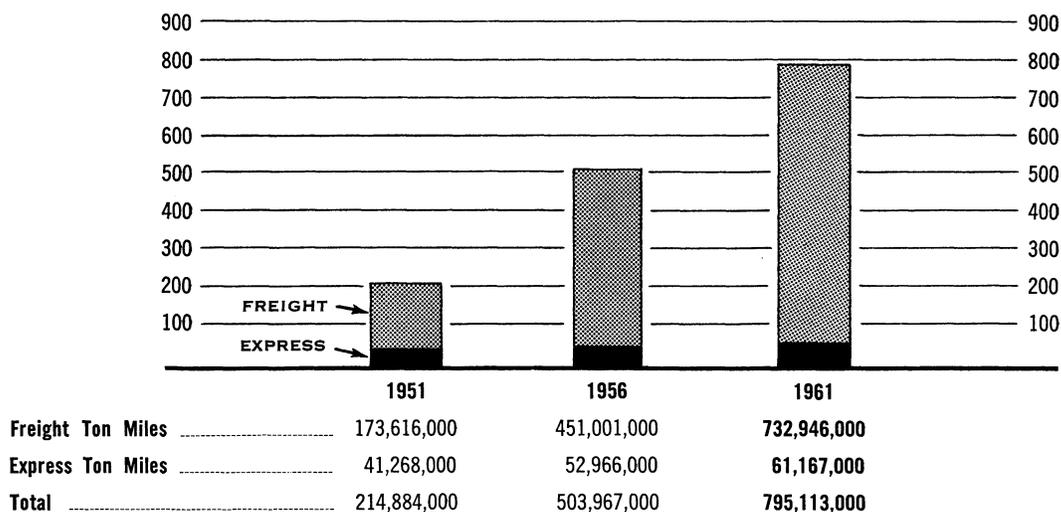
## A REPORT ON PROGRESS AND DEVELOPMENTS

### AIR FREIGHT AND EXPRESS — *Volume Grows*

The U. S. scheduled airline system handled a record volume of 732.9 million ton miles of airfreight in 1961, surpassing by 89.6 million ton miles (14%) the previous record volume handled in 1960. Freight accounted for 13.5% of total ton miles of U. S. airline traffic.

Similarly, air express ton miles increased in 1961 to a record 61.2 million, up 2.9% over 1960. Express accounted for 1.1% of total traffic.

(Millions of Ton Miles)



### AIRLINES AND THE NEW STATES — *Continued Progress*

A vital factor in the gaining of Statehood for Alaska and Hawaii, the U. S. air transport system is becoming even more important to the continued progress of our two new States. Internally, Alaska's population, which is spread over one-half million square miles, is served by ten intra-Alaskan lines which last year carried 216,000 passengers and over five million ton miles of mail and freight. In addition, the 49th State is linked to the main body of states by four U. S. scheduled air carriers.

The islands of Hawaii are linked by two Hawaiian-based carriers who last year carried 838,000 passengers and upwards of two million ton miles of mail and freight. Connections between Hawaii and the Mainland U. S. are provided by three U. S. carriers.

The services of these carriers, of course, are a part of the integrated domestic and world-wide U. S. scheduled air transport system.

## A REPORT ON PROGRESS AND DEVELOPMENTS

### AIRLINES' PASSENGER TOTAL—*Passes 58,000,000 Mark*

The certificated airlines of the United States carried a record 58,441,000 passengers in 1961, surpassing the previous high of 57,876,000, set in 1960. Since 1951, the airlines' passenger total has increased over 135%. In addition to constantly improved service and safety, major factors in this growth have been the airlines' intense marketing, sales, and advertising efforts.

#### REVENUE PASSENGERS CARRIED

##### U. S. Scheduled Airline Industry

*(For Selected Years, In Thousands of Passengers)*

	1951	1956	1957	1958	1959	1960	1961
Domestic Trunk Airlines .....	20,622	37,596	40,273	39,515	44,488	45,186	44,781
Local Service Airlines .....	1,479	3,457	3,955	4,265	5,213	5,591	6,478
Intra-Hawaiian Airlines .....	457	625	590	573	755	857	838
Helicopter Airlines .....		64	153	230	366	490	430
International and Territorial Airlines..	2,140	4,068	4,259	4,428	4,999	5,499	5,698
Intra-Alaskan Airlines .....	153	195	191	158	178	201	216
<b>TOTAL SCHEDULED AIRLINE INDUSTRY .....</b>	<b>24,851</b>	<b>46,005</b>	<b>49,421</b>	<b>49,169</b>	<b>55,999</b>	<b>57,876</b>	<b>58,441</b>

#### AVERAGE LENGTH OF HAUL

*(Statute Miles)*

Domestic Trunk Airlines .....	495	576	608	618	632	647	660
International and Territorial Airlines..	1,221	1,285	1,381	1,383	1,413	1,510	1,539

<sup>1</sup> Avalon Air Transport operations—amounting to 52,000—are included in industry total only.



### MORE MAIL—*By Air*

U. S. scheduled airlines carried 299,216,000 ton miles of U. S. Mail in 1961, an increase of 24.4% over 1960. Included in the total were 223,135,000 ton miles of air mail and 76,081,000 ton miles of non-priority mail. Once the leading form of airline traffic, mail last year accounted for 5.5% of total revenue ton miles and 3.8% of total revenues, ranking well behind passenger and freight traffic revenues.

## THE BUSINESS SIDE

In terms of service, safety, and technological progress, every member of the certificated airline industry has been extraordinarily successful. Continued maximum progress, of course, depends upon reasonable earnings. And it is in that area that the business of air transportation faces its biggest problems.

### 1961 Financial Results—Total Industry:

The total U. S. certificated airline industry realized record operating revenues of \$3,073,292,000 last year, an increase of 6.53% over 1960. But total operating expenses increased 7.45% to a new high of \$3,016,537,000. The net operating income, i.e., before taxes, interest, etc., was \$56,755,000, a decrease of 26.76% from the previous year.

The net, after taxes, interest, and other charges, was a loss of \$36,887,000, compared with a 1960 profit of \$8,604,000.

### Domestic Trunk Airlines:

Operating revenues of the domestic trunklines reached a record total of \$2,026,389,000, in 1961, an increase of 4.3% over 1960.

Operating expenses increased 5.9% to a new high of \$2,020,210,000. Net operating income was \$6,179,000, a reduction of 82.3% from the 1960 figure of \$34,850,000.

After taxes, interest, and special items, the trunks, as a group, showed a net loss of \$34,781,000 in 1961, compared with a small profit of \$68,000, in 1960.

This was the first time since 1948 that the

earnings of those trunk carriers which had a profitable year were offset by the losses of the remainder, producing a net industry deficit.

The trunk airlines, none of whom receive government subsidy, have now operated six consecutive years with earnings well below the required level as determined by the Civil Aeronautics Board.

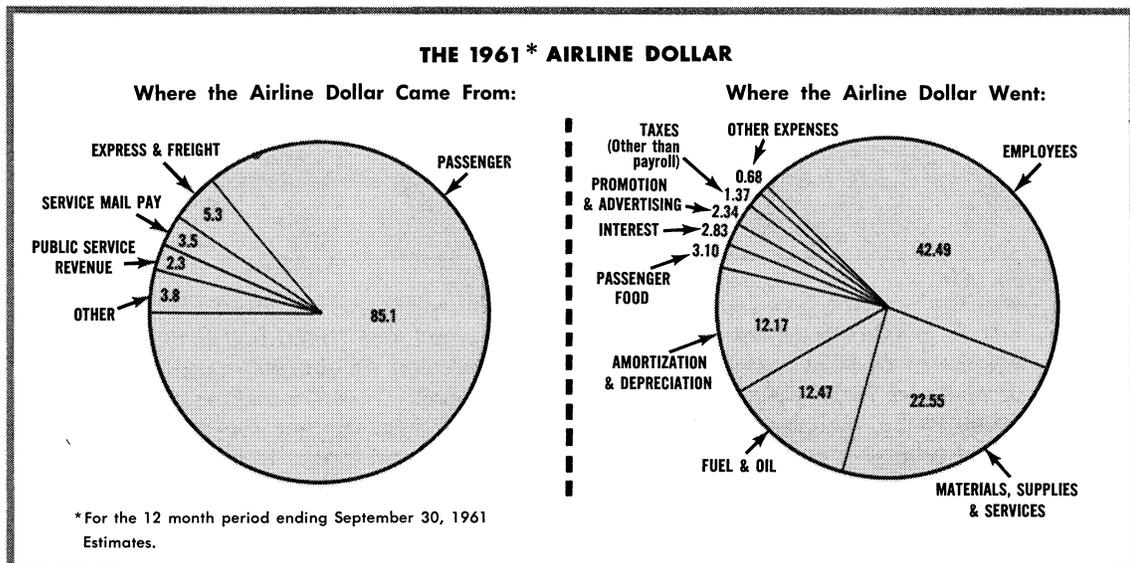
Thus, in its 1960 decision in the General Passenger Fare Investigation, CAB found that domestic trunks need to earn 10.5% on invested capital. During the 1956-61 period, however, the industry return on investment has ranged from 9.6% in 1956 to 1.3% last year.

### Earnings Deficiency:

The amount by which the trunk airline industry failed to achieve required profits in 1961 was \$172,034,000. This brought the cumulative trunk industry earnings deficiency for the 1956-61 period to \$457.2 million.

Various trunk airlines have maintained profitable operations over this period but very few have experienced earnings at the required level. Two carriers did so back in 1959, one carrier did in 1957, six did in 1956, and none did in 1958, 1960 or 1961.

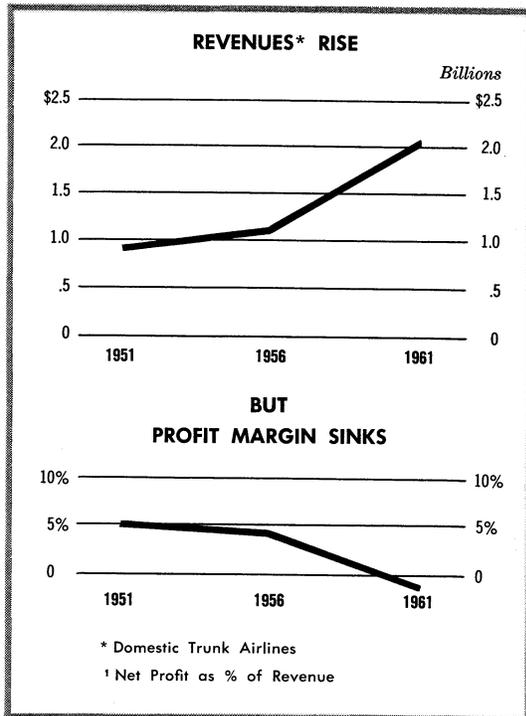
"Airline management," according to ATA president Stuart G. Tipton, "is fully capable of working its way out of these financial prob-



# OF AIR TRANSPORTATION

lems, if given the room to do so by the Federal government.”

“The airlines,” he noted, “have held back nothing, have skimmed in no areas to bring the American public the very best and safest in modern air transportation. It is up to the government to see that this type of initiative is encouraged and perpetuated.”



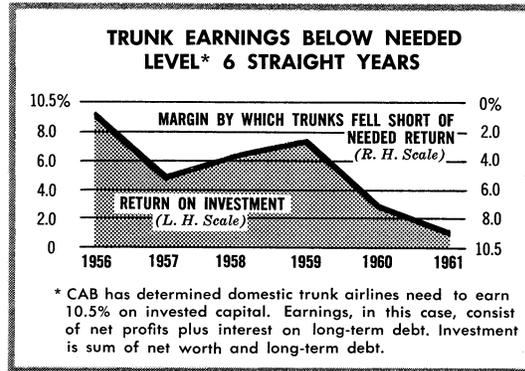
### Traffic Increase Vital:

Basic to improvement of the airlines' earning picture is a resumption of more normal traffic growth patterns. Last year, trunk passenger miles were up only 1% over 1960. In 1960, the increase was only 3.9%.

Back in the 1952-57 period, when the stage was being set for the jet age, passenger-mile growth ranged between 13% and 18% annually.

This slow-down in traffic growth is significant in view of the talk that has centered around capacity added by the airlines in the jet age. Actually, while the airlines have committed billions of dollars to the current equipment modernization program, the increase in capacity has been modest by comparison with the pre-jet age period.

Thus, in the 1952-57 period, the domestic trunks increased capacity (available seat miles) in a range from 12.5% to 22.4% annually. Since then: 2.2% in 1958; 12.7% in 1959; 7.4% in 1960; and 6.9% in 1961.



Significantly, much of the recent “increase in capacity”, modest as it has been, has resulted from the switch from first-class to air coach configuration. A jet in coach service has just about 50% more seats than it would in first-class configuration. As a result, available coach seat miles rose from 41% of total in 1959 to 46% in 1960, and to 54% in 1961.

In recognition of these factors and consistent with its public service obligations to progress, the U. S. certificated airline industry is intent on stimulating traffic growth, not retrenching or going backward.

**AIRLINES CAPACITY INCREASE IN JET AGE HAS BEEN CONSERVATIVE**  
 (Domestic Trunk Airlines)

Year	Avail. Seat Mi. (billions)	Increase (billions)	Increase (%)	
1952	18.0	—	—	
1953	22.1	4.0	22.4	
1954	25.6	3.5	16.1	
PRE-JET	1955	30.0	4.3	17.4
JET	1956	33.7	3.7	12.5
	1957	39.8	6.1	18.4
	1958	40.6	0.8	2.2
JET AGE	1959	45.7	5.1	12.7
	1960	49.1	3.3	7.4
	1961	52.5	3.4	6.9

**LOAD FACTOR DECLINE REFLECTS SLOWER RATE OF TRAFFIC GROWTH**  
 (Domestic Trunk Airlines)

Year	Rev. Pass Mi. (billions)	Increase (billions)	Increase (%)	Pass. Load Factor (%)	
1952	12.1	—	—	67.08	
1953	14.2	2.1	18.1	64.65	
1954	16.2	1.9	13.9	63.35	
PRE-JET	1955	19.2	2.9	18.5	64.05
JET	1956	21.6	2.4	12.7	64.12
	1957	24.4	2.8	13.6	61.50
	1958	24.4	0.0	0.0	60.05
JET AGE	1959	28.1	3.7	15.3	61.42
	1960	29.2	1.1	3.9	59.47
	1961	29.5	0.3	1.1	57.37

**Transportation Tax:**

One of the chief obstacles to passenger traffic growth on the airlines and other common carriers has been the World War II tax on interstate passenger travel. Designed specifically to discourage use of common carrier passenger facilities during the critical war years, this tax has served the same purpose in the subsequent 16 years—when the opposite result was required.

The airlines have repeatedly urged repeal of this unfair tax. In 1961, a vote on repeal in the House of Representatives failed by only seven votes.

This year, the Administration has gone on record for the first time against this tax. However, new tax proposals designed specifically for the airlines and their users, as spelled out in both the President's budget message and his transportation message to Congress, would discriminate against the airlines, their passengers, and shippers.

**Increased User Charges:**

The airlines, general aviation, and the military are the three groups using the Federal airways system. The airlines pay a 2¢ per gallon tax on aviation gasoline as a user charge for the airways.

Pending a determination of a fair method of allocating user costs, the airlines last year advanced a proposal to the Congress which called for:

1. Repeal of the 10% transportation tax on passengers for air, rail, and bus companies to stimulate common carrier traffic.
2. The addition of a new tax of 5% on air passengers and 1% on airfreight shipments to serve as user charge payments for the Federal airways.

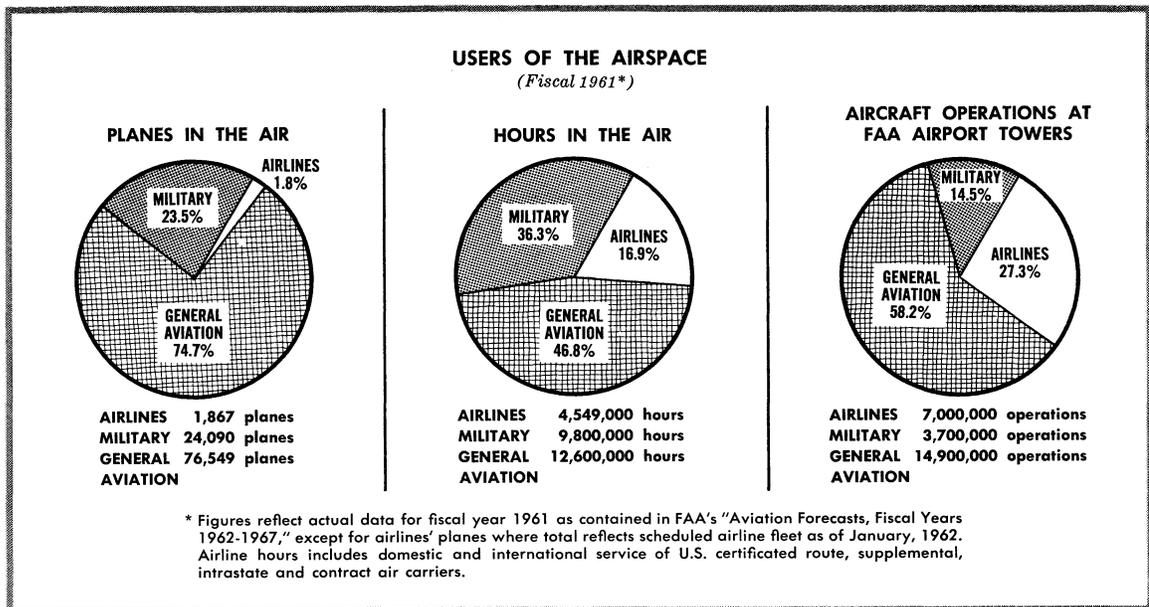
The Administration's proposal, however, would repeal the travel tax on railroads and buses on July 1, 1962, but not on airlines until January 1, 1963. On January 1, 1963, it would add a 5% tax on air passengers and airfreight, and extend the present 2¢ aviation gasoline tax to jet fuel.

Such a recommendation, of course, does not deal fairly with the airline industry or with air travelers and shippers.

This is especially apparent when it is recognized that the airlines are a minority user of the airspace.

Compare, for example, the 1800 airline planes that use the airspace to the 24,000 military planes and 76,500 general aviation aircraft. In terms of hours in the air, airlines account for 16.9%, and in terms of operations at FAA control towers, airlines account for only 27.3%.

Only 8% of total radio contacts are made by airline aircraft compared with the 65% made by general aviation and the 27% by military aircraft. In one category, airlines are a majority user—instrument approaches—with 63%.



In addition, the military has distinct priority advantages over other users. And the airways system itself is a compromise system which allows for a blending of military and civil traffic in a safe and efficient manner. As a compromise system, it does not permit optimum airline operations and, accordingly, costs the airlines millions of dollars a year.

**Local Service Airlines:**

Operating revenues of local service airlines totaled \$177,101,000, in 1961, an increase of 20.9% over 1960 revenues of \$146,481,000.

Operating expenses rose to \$167,743,000, last year, up 16.2% over 1960 expenses of \$144,309,000.

Net operating income, i.e., before taxes, interest, etc., reached a record high of \$9,358,000, in 1961, compared with \$2,172,000, in 1960.

Net profit, after taxes, interest, and special items was \$5,016,000 last year, a new high, compared with profit of \$1,168,000 in 1960.

Operating under the new Class Mail Rate System for the first time in 1961, the local service airlines realized their best earnings year in history. At the same time, their public service revenue requirements totaled some \$2 million less than originally anticipated by the Civil Aeronautics Board.

**U. S. International and Territorial:**

U. S.-Flag airlines' operating revenues totaled \$724,591,000 in 1961, a 5.9% increase over 1960 revenues of \$684,672,000.

Operating expenses totaled \$685,662,000, last year, up 7.2% over 1960 operating expenses of \$639,477,000. Net operating income, before taxes, interest, etc., was \$38,929,000, down from the 1960 figure of \$45,195,000.

Net, after taxes, interest, and special items, was a loss of \$1,184,000, compared with a 1960 profit of \$15,694,000.

The international carriers' loss reflected a slow-down in traffic growth and the continued increase in foreign air carrier competition.

**All-Cargo Airlines** had operating revenues of \$104,011,000, operating expenses of \$104,465,000, and a net loss after taxes, interest, and special items of \$6,335,000 in 1961. This compares with 1960 results of \$70,796,000 in reve-

nues, \$76,385,000 in expenses, and a net loss of \$9,073,000.

**Intra-Alaskan Carriers** earned \$1,008,000 in net profit, after taxes, interest and special items, in 1961, on operating revenues of \$18,868,000. Operating expenses totaled \$16,070,000. This compared with a net profit of \$430,000 on 1960 revenues of \$16,031,000 and expenses of \$15,055,000.

**Intra-Hawaiian Airlines** had a net loss of \$192,000, after taxes, interest, and special items on 1961 revenues of \$13,873,000, and expenses of \$13,509,000. Loss for these carriers in 1960 was \$526,000, on revenues of \$15,217,000 and expenses of \$15,468,000.

**Certificated Helicopter Carriers** had a net loss of \$419,000, on 1961 operating revenues of \$8,459,000, and operating expenses of \$8,878,000. In 1960, the helicopter lines had a net profit of \$150,000, on revenues of \$8,601,000 and expenses of \$8,382,000.

	Airlines' Dollar Turnover <sup>1</sup> (000)	Gross National Product (000)	Airlines Dollar Turnover as % of G.N.P.
1951	1,855,530	328,975,000	0.56
1956	3,660,884	419,180,000	0.87
1957	4,191,767	442,769,000	0.95
1958	4,380,416	442,224,000	0.99
1959	5,114,593	482,056,000	1.06
1960	5,692,064	504,100,000	1.13
1961	6,089,829	521,300,000	1.17

<sup>1</sup> Combined total of money taken in (revenues) and paid out (expenses) by total U.S. certificated air carrier industry.

## A LOOK AHEAD

The United States certificated airline industry has constantly moved forward and established itself as one of the nation's most progressive and vital industries. It will continue to move forward to keep the United States first in civil air transportation.

It has assumed a role of leadership in a period of dynamic change in the affairs of man. The White House task force report "Project Horizon" commented on it this way:

*"If there is a word to characterize the times in which we live, it is change . . . It is no exaggeration to say that aviation has blazed the way. Faster, bigger aircraft have shrunk the globe to the point where the capitals of the world are almost as accessible to an American as was the county seat a few decades ago. Aviation has opened up new territories to trade and commerce, in many cases leapfrogging completely the evolutionary stages of the railroad and the highway and projecting entire areas quite literally from an oxcart economy into the jet age."*

### The Jet Age Has Just Begun:

Although the civil jet age has been with us for three full years, great advances will be coming up. U. S. certificated air carriers continue to place orders for new jet aircraft, including planes capable of shorter-range flights than present equipment.

This will spread the jet age to more and more American cities. Fleet modernization is not limited to a few carriers. All segments of the integrated national and international air transport system are participating.

This constant change and progress is evident at the nation's expanding network of airports. The modern airport has become one of a city's most productive enterprises—an important employer, a door to new markets, an invitation to new industry, vacationists, business travel, and conventions.

### U. S. Travel Office:

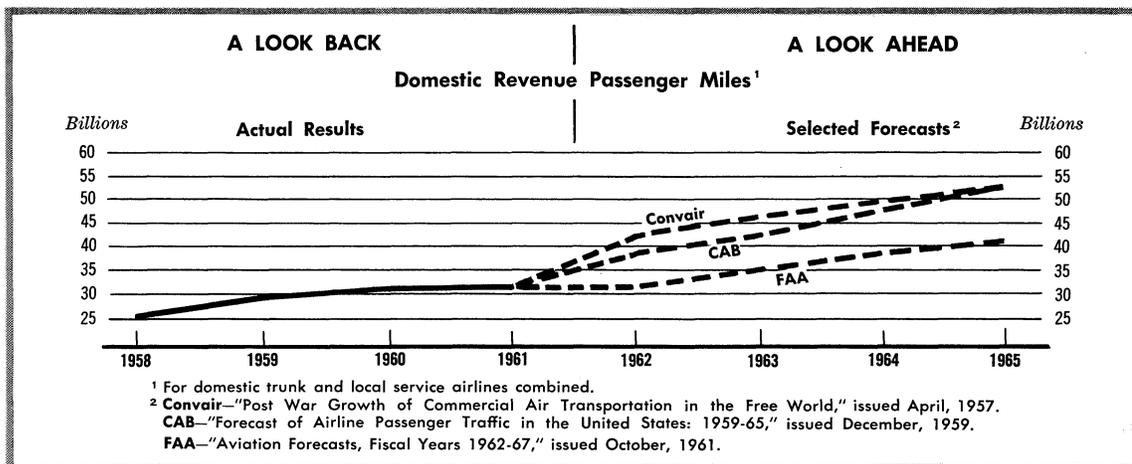
Our certificated airline industry is a vital element in the nation's ability to achieve a favorable balance of trade with foreign countries. Significantly, the United States last year, for the first time, embarked upon a program to stimulate foreign travel to the United States.

To carry out this program a new United States Travel Service has been established and is now busy, along with airlines, travel agents, and steamship companies in attracting foreign visitors to see our country. Our international and domestic airlines are participating to make this vital program a success.

### National Goal:

With much of the jet age still to unfold, with a new generation of aircraft such as supersonic planes on the horizon, the basic requirement for the United States can be seen in this National Aviation Goal contained in the Project Horizon report to President Kennedy:

*"The attainment and maintenance of an economically healthy, competitive, privately owned air carrier system capable of meeting the growing national needs of peacetime domestic and international air commerce, and with the added capability, in both equipment and organization, of being immediately responsive to national military requirements in event of emergency."*



## Definition of Terms

### Passenger Miles and Ton Miles

- AVAILABLE SEAT MILES FLOWN.** Total seat miles available for sale in scheduled service.
- AVAILABLE TON MILES.** Total ton miles of lift capacity available for sale in scheduled and charter service.
- CHARTER FLIGHT.** Transportation of passengers or property on other than scheduled and designated extra section flights.
- EXPRESS TON MILE.** A ton of express flown one mile.
- FREIGHT TON MILE.** A ton of freight flown one mile.
- PASSENGER MILE.** One passenger flown one mile.
- PASSENGER LOAD FACTOR.** The percentage of available seat miles actually sold in scheduled service.
- PASSENGER TON MILES.** Passenger miles converted to ton miles. (See definition of revenue ton miles.)
- REVENUE PASSENGER MILES.** The number of fare paying passengers flown times the length of trip in miles. This is the amount of available seat miles sold.
- REVENUE PLANE MILES.** Aircraft miles flown in scheduled service.
- REVENUE TON MILES.** The ton miles sold in scheduled and charter service. In the construction of this traffic measure passenger miles are converted to ton miles on the basis of about 10 to 1. That is, ten passengers with allowable free baggage are accepted as equalling one ton.
- SEAT MILE.** One passenger seat, filled or unfilled, flown one mile.
- TON MILE LOAD FACTOR.** Percentage of available ton miles sold in scheduled and charter service.
- U. S. MAIL TON MILE.** A ton of mail flown one mile. The mail figures are in two categories. These are defined as Priority and Non-Priority. Priority mail includes air mail and air parcel post. Non-Priority mail is first class mail that moves in air service. At present non-priority mail is being flown on an experimental basis between certain selected cities.

### Revenues and Profit and Loss

- EXPRESS REVENUE.** Revenues accrued from the carriage of express.
- FREIGHT REVENUE.** Revenues accrued from the carriage of freight.
- INCOME TAXES.** Federal Income taxes.
- NET OPERATING INCOME.** The total operating revenue from air transportation services less the operating expenses (see definition of Operating Expenses).
- NET PROFIT OR LOSS.** Net income after non-operating income or expenses, income taxes and special items. The amount available for dividends or investment in the business.
- OPERATING EXPENSES.** The expenses incurred in the conduct of the business except for such items as debt financing and other non-operating items.
- OTHER REVENUE.** All other revenues, including excess baggage, chartered services, foreign mails, penalties for failure to cancel reservation, service charges on non-revenue transportation of employees and special services such as photography and crop dusting.
- PASSENGER REVENUES.** Passenger revenues from scheduled operations.
- PUBLIC SERVICE REVENUES.** Payments by the Federal Government to insure air service to communities in the United States and its territories which could not otherwise afford it; to maintain essential international air routes which are not yet self-supporting; and to develop helicopter service.
- PROFIT MARGIN ON SALES.** Net profit after interest and after taxes as percent of operating revenues.
- RATE OF RETURN ON INVESTMENT.** Total return, i.e., net profit plus interest paid on long term debt, as percent of average investment. Investment is the average of total net worth (stockholder's equity) plus long term debt at the beginning and end of the year.
- U. S. MAIL REVENUE.** Service revenue for the transportation of mail. This is the amount paid by the Post Office to purchase air transportation for mail, and is not subsidy.

# **FACTS & FIGURES**



TABLES SHOWING

## **TRAFFIC AND FINANCIAL RESULTS**

OF

## **U.S. CERTIFICATED SCHEDULED AIRLINES**

FOR

**1961**

AND SELECTED YEARS



## AVAILABLE SERVICE AND UTILIZATION

U. S. Scheduled Airline Industry

(In Millions Except Helicopter)

	Available Ton Miles Flown	Revenue Ton Miles Flown	Ton Mile Load Factor (%)	Available Seat Miles Flown	Revenue Passenger Miles Flown	Passenger Load Factor (%)	Revenue Plane Miles Flown
<b>Domestic Trunk Airlines</b>							
1955	3,880.1	2,189.4	56.4	29,978.6	19,205.6	64.1	563.1
1956	4,393.2	2,452.4	55.8	33,752.6	21,643.1	64.1	622.1
1957	5,150.4	2,720.0	52.8	39,838.2	24,499.5	61.5	711.1
1958	5,190.1	2,750.9	53.0	40,695.0	24,435.7	60.0	700.6
1959	5,949.3	3,166.8	53.2	45,793.2	28,127.2	61.4	743.5
1960	6,582.8	3,332.5	50.6	49,153.6	29,233.2	59.5	712.8
1961	7,176.2	3,435.2	47.9	52,525.0	29,534.8	56.2	676.8
<b>Local Service Airlines</b>							
1955	124.5	56.2	44.8	1,184.1	534.8	45.2	51.8
1956	145.4	66.2	45.3	1,382.5	633.2	45.8	59.5
1957	170.7	78.5	45.7	1,652.1	747.3	45.2	67.3
1958	185.4	86.5	46.3	1,793.5	820.2	45.7	72.3
1959	238.5	108.8	45.2	2,309.2	1,024.3	44.4	85.4
1960	282.3	121.2	42.7	2,724.7	1,141.6	41.9	93.3
1961	329.4	142.4	43.2	3,227.7	1,343.8	41.6	103.3
<b>Intra-Hawaiian Airlines <sup>1</sup></b>							
1955	16.1	8.8	53.5	134.7	78.1	58.0	4.6
1956	16.0	8.8	54.3	147.9	83.9	57.0	4.6
1957	15.9	9.1	56.6	154.9	89.5	57.8	4.7
1958	18.4	11.3	56.1	143.1	82.7	57.8	4.4
1959	21.1	12.7	57.5	187.2	110.9	59.2	5.3
1960	30.7	17.7	55.6	217.1	127.5	58.7	5.6
1961	21.6	12.5	57.9	202.3	125.6	62.1	5.2
<b>Helicopter Airlines (in thousands)</b>							
1955	437	193	44.0	1,708	628	36.8	1,152
1956	573	281	49.0	3,561	1,588	44.5	1,318
1957	1,072	449	41.8	8,136	3,275	40.3	1,604
1958	1,498	594	39.6	11,419	4,885	42.8	1,675
1959	1,759	856	48.7	14,628	7,477	51.1	1,899
1960	2,228	1,054	47.2	18,764	9,475	50.5	2,219
1961	2,183	969	44.4	18,276	8,604	47.1	2,157
<b>International and Territorial Airlines</b>							
1955	1,091.6	705.4	66.3	7,203.0	4,498.8	62.5	140.0
1956	1,349.8	888.5	63.1	8,308.3	5,226.1	62.9	160.9
1957	1,475.5	944.1	62.1	9,312.9	5,882.0	63.2	167.5
1958	1,614.5	999.9	59.8	10,391.7	6,124.9	58.9	178.8
1959	1,773.4	1,159.2	63.4	10,842.1	7,064.2	65.2	178.8
1960	2,140.9	1,290.6	58.9	13,346.2	8,306.2	62.2	168.5
1961	2,468.8	1,362.4	55.2	15,769.5	8,768.5	55.6	161.4
<b>Intra-Alaskan Airlines</b>							
1955	19.4	13.6	59.7	72.0	32.9	58.0	6.6
1956	35.9	26.7	59.0	80.5	36.8	57.0	6.4
1957	25.6	13.8	53.6	93.1	39.2	57.8	6.5
1958	16.3	9.5	57.9	80.5	32.1	57.8	5.2
1959	19.8	11.5	57.3	100.7	37.7	59.2	5.9
1960	18.9	10.6	55.6	102.9	43.0	58.7	6.6
1961	20.5	11.8	57.6	105.9	46.0	43.4	7.4
<b>All-Cargo Airlines <sup>2</sup></b>							
1955	195.8	146.8	75.0	-----	-----	-----	17.2
1956	354.4	279.1	78.8	-----	-----	-----	23.5
1957	474.3	379.5	80.0	-----	-----	-----	23.3
1958	383.8	319.3	83.2	-----	-----	-----	16.1
1959	422.1	332.7	78.8	-----	-----	-----	16.2
1960	427.2	322.8	75.6	-----	-----	-----	14.6
1961	560.6	428.2	76.4	-----	-----	-----	13.2
<b>CONSOLIDATED INDUSTRY</b>							
1955	5,288.5	3,087.6	57.8	38,574.2	24,351.0	63.1	780.0
1956	6,171.4	3,618.6	57.4	43,674.5	27,624.8	63.3	869.3
1957	7,230.9	4,082.4	54.9	51,059.3	31,260.8	61.2	976.1
1958	7,326.4	4,120.2	54.6	53,115.2	31,499.4	59.3	973.0
1959	8,336.5	4,734.1	55.5	59,247.1	36,371.8	61.4	1,030.2
1960	9,383.4	5,023.6	52.5	65,566.3	38,862.8	59.3	998.0
1961	10,579.2	5,393.5	51.0	71,848.7	39,827.3	55.4	969.3

NOTE: Available Ton Miles and Revenue Ton Miles include charter operations; all other items are for scheduled service only.

<sup>1</sup> Has been carried in the past as Territorial Airlines.

<sup>2</sup> Includes domestic and International and Territorial All-Cargo.



# REVENUE TON MILES OF TRAFFIC CARRIED

U. S. Scheduled Airline Industry

(In Thousands of Revenue Ton Miles)

	Passenger <sup>4</sup>	Priority U. S. Mail	Non Priority U. S. Mail <sup>5</sup>	Express	Freight	Charter Flights	Excess Baggage	Total
<b>Domestic Trunk Airlines</b>								
1955.....	1,855,106	71,834	14,163	49,584	173,986	5,711	19,044	2,189,428
1956.....	2,091,522	77,787	13,892	49,713	190,592	5,907	23,061	2,452,476
1957.....	2,327,336	82,061	15,139	42,751	218,433	6,335	27,983	2,720,038
1958.....	2,321,346	87,809	16,153	45,890	240,510	12,000	27,239	2,750,947
1959.....	2,672,087	98,487	17,929	53,107	282,472	13,271	29,419	3,166,772
1960.....	2,777,151	108,060	22,844	55,440	320,949	18,969	29,071	3,332,484
1961.....	2,806,469	117,929	26,761	56,745	384,161	16,269	26,883	3,435,217
<b>Local Service Airlines</b>								
1955.....	50,532	959	342	1,427	1,391	1,301	252	56,201
1956.....	59,865	1,076	343	1,686	1,619	1,352	321	66,262
1957.....	71,076	1,175	344	1,644	2,083	1,718	473	78,513
1958.....	78,053	1,332	391	1,801	2,243	2,199	573	86,592
1959.....	97,516	1,693	503	2,211	3,125	3,061	711	108,820
1960.....	108,653	2,127	588	2,419	3,845	2,744	798	121,174
1961.....	127,602	2,771	585	3,019	5,491	2,076	875	142,419
<b>Intra-Hawaiian Airlines <sup>1</sup></b>								
1955.....	6,599	59	-----	N.A.	1,647	436	21	8,762
1956.....	6,991	65	-----	-----	1,478	236	19	8,789
1957.....	7,259	64	2	-----	1,536	170	36	9,067
1958.....	6,612	66	2	-----	1,587	2,966	32	11,265
1959.....	8,879	76	-----	-----	1,625	2,058	30	12,668
1960.....	10,156	82	5	-----	1,806	5,605	31	17,685
1961.....	10,047	82	14	-----	1,847	494	31	12,515
<b>Helicopter Airlines</b>								
1955.....	58	97	-----	32	5	1	-----	193
1956.....	145	91	-----	36	7	1	1	281
1957.....	311	91	-----	34	7	3	3	449
1958.....	463	84	-----	33	6	5	3	594
1959.....	710	87	-----	41	7	7	4	856
1960.....	901	91	-----	40	7	10	5	1,054
1961.....	818	93	-----	40	7	6	5	969
<b>International and Territorial Airlines <sup>2</sup></b>								
1955.....	452,430	53,390	-----	244	96,134	52,838	17,739	672,775
1956.....	523,860	56,267	-----	295	114,877	69,831	19,866	784,996
1957.....	589,025	58,621	-----	287	127,952	84,140	20,935	880,960
1958.....	613,241	67,721	35	352	133,606	106,615	20,394	941,964
1959.....	706,696	73,697	21	481	158,868	139,878	21,176	1,100,817
1960.....	831,020	82,626	12,233	520	190,935	78,367	21,872	1,217,573
1961.....	877,022	93,220	42,492	605	216,561	110,248	22,281	1,362,429
<b>Intra-Alaskan Airlines</b>								
1955.....	3,388	1,300	-----	45	1,849	6,947	73	13,602
1956.....	3,840	1,269	-----	3	2,119	19,311	139	26,681
1957.....	3,945	1,342	-----	N.A.	2,303	6,155	135	13,880
1958.....	3,303	1,171	-----	-----	1,948	3,014	110	9,546
1959.....	3,872	1,501	-----	-----	2,140	3,869	116	11,498
1960.....	4,434	1,796	-----	-----	2,424	1,844	127	10,625
1961.....	4,741	2,208	-----	-----	2,829	1,928	136	11,842
<b>All-Cargo Airlines <sup>3</sup></b>								
1955.....	-----	282	36	-----	107,945	38,584	-----	146,847
1956.....	-----	354	1,215	1,233	140,307	136,042	-----	279,151
1957.....	-----	507	1,328	1,637	155,127	220,888	-----	379,487
1958.....	-----	2,041	622	1,112	121,380	194,104	61	319,320
1959.....	-----	6,129	161	1,250	140,816	184,227	79	332,662
1960.....	-----	7,241	2,891	1,050	123,369	188,020	217	322,788
1961.....	-----	6,832	6,229	758	122,050	292,172	111	428,152
<b>CONSOLIDATED INDUSTRY</b>								
1955.....	2,368,113	127,918	14,541	51,322	382,957	105,818	37,129	3,087,808
1956.....	2,686,223	136,909	15,450	52,966	451,001	232,680	43,407	3,618,636
1957.....	2,998,952	143,861	16,813	46,353	507,441	319,409	49,565	4,082,394
1958.....	3,023,018	160,224	17,203	49,188	501,280	320,903	48,412	4,120,228
1959.....	3,489,760	181,670	18,614	57,090	589,053	346,371	51,535	4,734,093
1960.....	3,732,491	202,023	38,565	59,469	643,339	295,624	52,121	5,023,632
1961.....	3,826,699	223,135	76,081	61,167	732,946	423,193	50,322	5,393,543

N.A. Not Available.

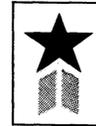
<sup>1</sup> Has been carried in the past as Territorial Airlines.

<sup>2</sup> Foreign mail carried by International and Territorial and All-Cargo airlines is included in Excess Baggage. Therefore, it is also reflected in Consolidated Industry Excess Baggage data.

<sup>3</sup> Includes domestic and international.

<sup>4</sup> Passenger ton miles for years prior to 1957 were revised to conform with "standard" passenger weights as prescribed by the CAB effective January 1, 1957. (190 pounds per domestic passenger, 215 pounds per international and territorial passengers.)

<sup>5</sup> See definitions, page 21.



# OPERATING

U. S. Scheduled Airline Industry

	Passenger	U. S. Mail		Public Service Revenue	Express	Freight	Other <sup>2</sup>	Total
		Priority	Non-Priority					
<b>Domestic Trunk Airlines</b>								
1955.....	1,021,149	24,206	2,708	2,852	19,402	39,585	22,332	1,132,234
1956.....	1,142,196	28,939	2,654	2,609	18,102	42,171	26,161	1,262,832
1957.....	1,287,173	31,002	2,760	1,127	14,667	49,871	33,015	1,419,615
1958.....	1,362,994	33,042	3,076	2,386	16,141	57,350	38,261	1,513,250
1959.....	1,632,647	37,158	3,417	.....	19,158	67,027	39,203	1,798,610
1960.....	1,756,439	40,420	4,353	.....	21,785	74,792	44,846	1,942,635
<b>1961 P.....</b>	<b>1,826,876</b>	<b>43,959</b>	<b>5,071</b>	.....	<b>21,426</b>	<b>85,250</b>	<b>43,807</b>	<b>2,026,389</b>
<b>Local Service Airlines</b>								
1955.....	33,549	1,108	101	21,263	668	575	1,300	58,564
1956.....	40,165	1,005	102	23,210	776	751	1,702	67,711
1957.....	47,463	1,108	103	29,651	726	1,050	2,039	82,140
1958.....	56,487	1,275	90	32,747	812	1,184	2,398	94,993
1959.....	73,090	1,472	154	42,179	1,019	1,727	3,180	122,821
1960.....	83,602	1,764	159	54,126	1,353	2,108	3,369	146,481
<b>1961 P.....</b>	<b>103,822</b>	<b>2,209</b>	<b>232</b>	<b>62,876</b>	<b>1,641</b>	<b>3,034</b>	<b>3,287</b>	<b>177,101</b>
<b>Intra-Hawaiian Airlines <sup>1</sup></b>								
1955.....	5,686	48	.....	291	.....	753 <sup>3</sup>	337	7,115
1956.....	6,043	51	1	288	.....	781	266	7,430
1957.....	6,976	51	2	72	.....	782	477	8,360
1958.....	7,064	55	.....	109	.....	777	1,388	9,393
1959.....	9,476	61	1	.....	.....	833	1,060	11,431
1960.....	11,184	65	2	109	.....	956	2,901	15,217
<b>1961 P.....</b>	<b>11,642</b>	<b>68</b>	<b>4</b>	<b>451</b>	.....	<b>984</b>	<b>724</b>	<b>13,873</b>
<b>Helicopter Airlines</b>								
1955.....	209	251	.....	2,711	100	23	62	3,356
1956.....	438	235	.....	2,833	116	29	60	3,711
1957.....	968	237	.....	3,567	101	36	123	5,032
1958.....	1,460	216	.....	4,371	101	31	112	6,291
1959.....	2,310	227	.....	4,915	132	40	136	7,760
1960.....	3,088	246	.....	4,931	210	41	85	8,601
<b>1961 P.....</b>	<b>2,780</b>	<b>1,979</b>	.....	<b>3,388</b>	<b>28</b>	<b>200</b>	<b>84</b>	<b>8,459</b>

P Preliminary.

<sup>1</sup> Has been carried in the past as Territorial Airlines.

<sup>2</sup> Includes revenues from excess baggage, foreign mail, charter operations, and incidental revenues.

<sup>3</sup> Express and Freight combined.

<sup>4</sup> States-Alaska only; formerly included under Alaskan Airlines.

# REVENUES

(In Thousands of Dollars)

	Passenger	U. S. Mail		Public Service Revenue	Express	Freight	Other <sup>2</sup>	Total
		Priority	Non-Priority					
<b>International and Territorial Airlines</b>								
1955.....	299,587	26,095	.....	3,691	90	33,213	35,677	398,353
1956.....	349,019	27,609	.....	11,711	94	38,198	44,529	471,160
1957.....	385,183	29,179	.....	3,716	92	42,787	47,870	508,827
1958.....	395,604	34,033	.....	3,929 <sup>4</sup>	102	45,318	51,895	530,881
1959.....	444,618	36,638	.....	3,831 <sup>4</sup>	137	51,740	55,262	592,226
1960.....	527,568	40,201	3,198	4,146 <sup>4</sup>	177	58,625	50,758	684,672
1961 P.....	533,147	45,429	10,467	3,709 <sup>4</sup>	124	63,185	68,530	724,591
<b>Intra-Alaskan Airlines</b>								
1955.....	4,102	1,875	.....	3,512	80	1,097	3,278	13,944
1956.....	4,528	1,794	.....	2,837	5	1,273	7,359	17,796
1957.....	4,950	1,847	.....	3,207	.....	1,358	3,719	15,081
1958.....	4,202	1,536	.....	2,911	.....	1,226	2,429	12,304
1959.....	4,968	1,803	.....	3,611	.....	1,299	2,813	14,494
1960.....	5,784	2,089	.....	4,852	.....	1,513	1,793	16,031
1961 P.....	6,183	2,685	.....	6,192	76	1,757	1,975	18,868
<b>All-Cargo Airlines</b>								
1955.....	.....	58	.....	.....	.....	18,640	11,148	29,846
1956.....	.....	144	220	.....	446	25,560	40,857	67,227
1957.....	.....	190	263	.....	543	29,282	59,053	89,331
1958.....	.....	1,049	128	.....	301	23,347	52,027	76,852
1959.....	.....	3,153	39	.....	357	28,795	38,785	71,129
1960.....	.....	4,468	41	.....	337	24,734	41,216	70,796
1961 P.....	.....	5,215	51	.....	246	22,584	75,915	104,011
<b>CONSOLIDATED INDUSTRY</b>								
1955.....	1,364,282	53,641	2,809	34,320	20,340	93,886	74,134	1,643,412
1956.....	1,542,389	59,777	2,977	43,488	19,539	108,763	120,934	1,897,867
1957.....	1,732,713	63,614	3,128	41,340	16,129	125,166	146,296	2,128,386
1958.....	1,827,811	71,206	3,294	46,453	17,457	129,233	148,510	2,243,964
1959.....	2,167,109	80,512	3,611	54,536	20,803	151,461	140,439	2,618,471
1960.....	2,387,937	89,259	7,753	68,164	23,862	162,777	145,027	2,884,779
1961 P.....	2,484,450	101,544	15,825	76,616	23,541	176,994	194,322	3,073,292



# DISTRIBUTION OF

U. S. Scheduled Airline Industry

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Depreciation & Amortization	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Administrative			
<b>Domestic Trunk Airlines</b>									
1955.....	302,757	196,166	N.A.	N.A.	N.A.	N.A.	408,999	101,693	1,009,615
1956.....	340,671	239,530	-----	-----	-----	-----	475,710	106,319	1,162,230
1957.....	434,788	270,327	95,504	217,210	157,561	55,164	525,439	146,967	1,377,521
1958.....	437,518	286,127	101,222	231,109	165,945	56,950	555,226	139,254	1,418,125
1959.....	505,243	346,387	130,942	275,301	198,780	64,992	670,015	171,729	1,693,374
1960.....	548,125	397,032	150,356	305,674	215,093	74,360	745,483	217,145	1,907,785
1961 P.....	<b>574,070</b>	<b>399,694</b>	<b>156,754</b>	<b>328,482</b>	<b>225,251</b>	<b>83,465</b>	<b>793,952</b>	<b>252,494</b>	<b>2,020,210</b>
<b>Local Service Airlines</b>									
1955.....	18,530	10,542	N.A.	N.A.	N.A.	N.A.	26,471	2,298	57,841
1956.....	21,615	12,610	-----	-----	-----	-----	31,353	2,716	68,294
1957.....	26,508	16,417	4,027	21,161	6,089	4,938	36,215	3,760	82,900
1958.....	29,267	18,571	4,529	24,047	7,028	5,545	41,149	4,348	93,335
1959.....	36,831	25,056	6,078	31,185	9,293	6,861	53,417	6,882	122,186
1960.....	42,031	30,967	7,183	36,492	11,605	8,247	63,527	7,784	144,309
1961 P.....	<b>48,630</b>	<b>34,408</b>	<b>8,365</b>	<b>42,345</b>	<b>13,446</b>	<b>9,103</b>	<b>73,259</b>	<b>11,446</b>	<b>167,743</b>
<b>Intra-Hawaiian Airlines <sup>1</sup></b>									
1955.....	1,943	1,277	N.A.	N.A.	N.A.	N.A.	3,512	604	7,336
1956.....	2,032	1,258	-----	-----	-----	-----	3,601	417	7,308
1957.....	2,211	1,422	279	1,521	1,266	867	3,933	515	8,081
1958.....	2,505	1,699	414	1,672	1,285	1,023	4,394	659	9,257
1959.....	3,076	1,933	457	1,948	1,725	1,217	5,347	909	11,265
1960.....	4,266	3,273	695	2,373	2,059	1,391	6,518	1,411	15,468
1961 P.....	<b>3,113</b>	<b>2,879</b>	<b>392</b>	<b>2,333</b>	<b>2,184</b>	<b>1,516</b>	<b>6,425</b>	<b>1,092</b>	<b>13,509</b>
<b>Helicopter Airlines</b>									
1955.....	614	870	N.A.	N.A.	N.A.	N.A.	1,021	450	2,955
1956.....	694	981	-----	-----	-----	-----	1,375	606	3,656
1957.....	1,108	1,380	-----	-----	-----	-----	1,764 <sup>2</sup>	912	5,164
1958.....	1,417	1,619	-----	-----	-----	-----	1,982 <sup>2</sup>	945	5,963
1959.....	1,696	2,017	-----	-----	-----	-----	2,361 <sup>2</sup>	1,036	7,110
1960.....	1,934	2,331	-----	-----	-----	-----	2,710	1,407	8,382
1961 P.....	<b>1,969</b>	<b>2,301</b>	<b>342</b>	<b>241</b>	<b>455</b>	<b>2,391</b>	<b>3,429</b>	<b>1,179</b>	<b>8,878</b>

P—Preliminary.

N.A.—Not Available.

<sup>1</sup> Has been carried in the past as Territorial Airlines.

<sup>2</sup> Detailed expense data not reported.

# OPERATING EXPENSES

(In Thousands of Dollars)

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Depreciation & Amortization	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Administrative			
<b>International &amp; Territorial Airlines</b>									
1955 .....	114,767	62,387	N.A.	N.A.	N.A.	N.A.	171,128	32,192	380,474
1956 .....	132,529	76,145	.....	.....	.....	.....	192,110	35,473	436,257
1957 .....	150,763	76,983	33,239	69,419	71,658	24,537	200,944 <sup>3</sup>	51,805	480,495
1958 .....	163,516	83,630	36,442	76,043	76,834	25,615	218,268 <sup>3</sup>	54,190	519,604
1959 .....	170,391	95,776	44,070	84,235	87,091	28,999	247,120 <sup>3</sup>	60,366	573,653
1960 .....	179,712	101,527	47,737	98,216	101,778	28,912	280,187	78,051	639,477
1961 P .....	186,648	109,344	53,087	102,796	107,292	31,612	297,427 <sup>3</sup>	92,243	685,662
<b>Intra-Alaskan Airlines</b>									
1955 .....	3,900	3,652 <sup>4</sup>	N.A.	N.A.	N.A.	N.A.	5,221	641	13,414
1956 .....	6,611	3,953 <sup>4</sup>	.....	.....	.....	.....	6,063	668	16,935 <sup>3</sup>
1957 .....	4,972	3,915	.....	.....	.....	.....	5,551 <sup>3</sup>	869	15,307
1958 .....	3,947	3,167	.....	.....	.....	.....	4,191 <sup>3</sup>	715	12,020
1959 .....	4,553	3,961	.....	.....	.....	.....	4,824 <sup>3</sup>	1,059	14,397
1960 .....	4,369	4,309	.....	.....	.....	.....	5,328	1,049	15,055
1961 P .....	4,848	4,489	.....	.....	.....	.....	5,770 <sup>2</sup>	963	16,070
<b>All-Cargo Airlines</b>									
1955 .....	12,047	5,972	N.A.	N.A.	N.A.	N.A.	8,924	2,210	29,153
1956 .....	28,829	15,212	.....	.....	.....	.....	19,035	5,221	68,297 <sup>3</sup>
1957 .....	38,991	20,041	3,619	12,549	4,067	4,743	25,629 <sup>3</sup>	9,252	93,913
1958 .....	31,929	17,903	2,505	8,891	2,614	4,391	19,145 <sup>3</sup>	9,171	78,148
1959 .....	30,459	17,899	1,555	8,678	2,756	4,649	18,408 <sup>3</sup>	7,371	74,137
1960 .....	31,605	17,440	1,699	9,348	3,166	4,725	19,370	7,970	76,385
1961 P .....	38,748	20,914	3,030	11,596	10,001	5,942	31,006 <sup>3</sup>	13,797	104,465
<b>CONSOLIDATED INDUSTRY</b>									
1955 .....	454,558	280,866	N.A.	N.A.	N.A.	N.A.	625,276	140,088	1,500,788 <sup>3</sup>
1956 .....	532,981	349,329	.....	.....	.....	.....	729,247	151,420	1,762,977 <sup>3</sup>
1957 .....	659,341	390,485	136,668	321,860	240,641	90,249	799,475 <sup>3</sup>	214,080	2,063,381
1958 .....	670,099	412,716	145,112	341,752	253,706	93,524	844,355 <sup>3</sup>	209,282	2,136,452
1959 .....	752,249	493,029	183,102	401,347	299,645	106,718	1,001,492 <sup>3</sup>	249,352	2,496,122
1960 .....	812,157	556,976	207,670	452,103	333,701	117,635	1,123,292	314,860	2,807,285
1961 P .....	858,026	574,029	221,970	487,793	358,629	134,029	1,211,268 <sup>3</sup>	373,214	3,016,537

<sup>3</sup> Total is greater than sum of individual expense categories since segregation of expenses is not reported by all carriers.

<sup>4</sup> Excludes direct maintenance, ground equipment expenses of Alaska Coastal, Byers Airways, Cordova Airlines, and Ellis Air Lines who were granted a waiver of functional breakdown requirements.



# SUMMARY OF

## U. S. Scheduled Airline Industry

	Total Operating Revenues	Total Operating Expenses	Net Operating Income	Interest on Long-Term Debt	Other Non- Operating Income (Net)	Income Taxes	Net Profit or Loss <sup>1</sup>	Rate of Return on Invest- ment <sup>2</sup> (%)	Profit Margin on Sales <sup>3</sup> (%)
<b>Domestic Trunk Airlines</b>									
1955.....	1,132,234	1,009,615	122,619	6,912	17,378	70,023	62,984	11.9	5.6
1956.....	1,262,832	1,162,230	100,602	10,177	24,128	56,842	57,852	9.6	4.6
1957.....	1,419,615	1,377,521	42,094	16,322	18,890	23,126	27,028	4.8	1.9
1958.....	1,513,250	1,418,125	95,125	24,457	20,743	44,722	44,794	6.5	3.0
1959.....	1,798,610	1,693,374	105,236	32,397	38,484	53,061	61,682	7.1	3.4
1960.....	1,942,635	1,907,785	34,850	43,950	31,791	18,212	68	2.8	....
<b>1961 P.....</b>	<b>2,026,389</b>	<b>2,020,210</b>	<b>6,179</b>	<b>58,597</b>	<b>17,703</b>	<b>(9,930)</b>	<b>(34,781)</b>	<b>1.3</b>	....
<b>Local Service Airlines</b>									
1955.....	58,564	57,841	723	247	400	483	393	7.5	0.7
1956.....	67,711	68,294	(583)	434	166	(50)	(801)	....	....
1957.....	82,140	82,900	(760)	671	(25)	(50)	(1,154)	....	....
1958.....	94,993	93,335	1,658	827	246	395	1,138	9.2	1.2
1959.....	122,821	122,186	635	1,887	197	(178)	64	4.5	0.1
1960.....	146,481	144,309	2,172	2,872	713	294	1,940	9.1	1.3
<b>1961 P.....</b>	<b>177,101</b>	<b>167,743</b>	<b>9,358</b>	<b>3,158</b>	<b>521</b>	<b>3,084</b>	<b>5,016</b>	<b>11.1</b>	<b>2.8</b>
<b>Intra-Hawaiian Airlines</b>									
1955.....	7,115	7,336	(221)	109	213	8	(125)	....	....
1956.....	7,430	7,308	122	103	(7)	.....	12	5.8	0.2
1957.....	8,360	8,081	279	112	100	54	267	11.1	3.2
1958.....	9,393	9,257	136	167	(2)	.....	(114)	1.3	....
1959.....	11,431	11,265	166	305	(83)	(37)	50	4.8	0.4
1960.....	15,217	15,468	(251)	494	228	.....	(526)	....	....
<b>1961 P.....</b>	<b>13,873</b>	<b>13,509</b>	<b>364</b>	<b>500</b>	<b>(56)</b>	.....	<b>(192)</b>	<b>3.0</b>	....
<b>Helicopter Airlines</b>									
1955.....	3,356	2,955	401	11	154	203	341	10.1	10.2
1956.....	3,711	3,656	55	23	(39)	30	(37)	1.4	....
1957.....	5,032	5,164	(132)	64	33	(42)	(112)	....	....
1958.....	6,291	5,963	328	96	16	114	491	11.9	7.8
1959.....	7,760	7,110	650	87	50	309	501	10.7	6.5
1960.....	8,601	8,382	219	59	51	92	150	4.0	1.7
<b>1961 P.....</b>	<b>8,459</b>	<b>8,878</b>	<b>(419)</b>	<b>23</b>	<b>7</b>	<b>63</b>	<b>(419)</b>	....	....

P Preliminary.  
( ) Denotes reverse item.

<sup>1</sup> Net Profit or Loss shown is after "Special Items," which are not included in the detail. Therefore, the items do not add to the profit figures shown.

<sup>2</sup> Net income before interest and after taxes as percent of net worth and long-term debt.

# PROFIT OR LOSS

(In Thousands of Dollars)

	Total Operating Revenues	Total Operating Expenses	Net Operating Income	Interest on Long-Term Debt	Other Non- Operating Income (Net)	Income Taxes	Net Profit or Loss <sup>1</sup>	Rate of Return on Investment <sup>2</sup> (%)	Profit Margin on Sales <sup>3</sup> (%)
<b>International and Territorial Airlines</b>									
1955.....	398,353	380,474	17,879	2,699	6,754	10,101	11,543	6.2	2.9
1956.....	471,160	436,257	34,903	3,471	8,169	18,344	19,814	7.8	4.2
1957.....	508,827	480,495	28,332	5,227	8,619	13,492	20,167	7.5	4.0
1958.....	530,881	519,604	11,277	6,211	8,090	5,829	7,608	3.2	1.4
1959.....	592,226	573,653	18,573	8,831	13,305	10,453	13,156	3.8	2.3
1960.....	684,672	639,477	45,195	16,915	5,928	18,818	15,694	4.0	2.3
1961 P.....	724,591	685,662	38,929	24,355	2,793	8,272	(1,184)	3.2	....
<b>Intra-Alaskan Airlines</b>									
1955.....	13,944	13,414 <sup>4</sup>	530	77	124	550	(5)	1.7	....
1956.....	17,796	16,935 <sup>4</sup>	861	88	64	320	587	15.2	3.3
1957.....	15,081	15,307	(226)	162	480	(159)	531	13.1	3.5
1958.....	12,304	12,020	284	131	108	219	92	4.2	0.7
1959.....	14,494	14,397	97	339	244	169	28	4.9	0.2
1960.....	16,031	15,055	976	318	(16)	196	430	9.3	2.7
1961 P.....	18,868	16,070	2,798	130	(136)	1,454	1,008	7.7	5.3
<b>All-Cargo Airlines</b>									
1955.....	29,846	29,153	693	606	1,176	80	1,183	8.7	4.0
1956.....	67,227	68,297	(1,070)	561	4,628	1,211	1,786	5.1	2.7
1957.....	89,331	93,913	(4,582)	1,627	4,394	57	(2,297)	....	....
1958.....	76,852	78,148	(1,296)	1,768	1,750	1,352	(3,613)	....	....
1959.....	71,129	74,137	(3,008)	1,694	1,699	(285)	(2,800)	....	....
1960.....	70,796	76,385	(5,589)	1,823	994	(5)	(9,073)	....	....
1961 P.....	104,011	104,465	(454)	3,415	(3,370)	75	(6,335)	....	....
<b>CONSOLIDATED INDUSTRY</b>									
1955.....	1,634,412	1,500,788	142,624	10,661	28,537	81,448	79,072	10.0	4.8
1956.....	1,897,867	1,762,977	134,890	14,857	37,516	76,697	80,852	8.9	4.3
1957.....	2,128,386	2,063,381	65,005	24,185	32,577	36,478	44,430	5.2	2.1
1958.....	2,243,964	2,136,452	107,512	33,657	31,729	52,631	50,396	5.5	2.2
1959.....	2,618,471	2,496,122	122,349	45,540	53,514	63,566	72,681	6.2	2.8
1960.....	2,884,779	2,807,285	77,494	66,232	40,195	37,607	8,604	3.2	0.3
1961 P.....	3,073,292	3,016,537	56,755	90,178	17,462	3,018	(36,887)	1.9	....

<sup>3</sup> Profit as percent of revenues.

<sup>4</sup> Excludes Direct Maintenance, ground equipment expenses of Alaska Coastal, Byers Airways, Cordova Airlines and Ellis Air Lines who were granted a waiver of functional breakdown requirements.



# ASSETS, LIABILITIES AND

U. S. Scheduled Airline Industry

	1955	1956	1957	1958	1959	1960	(Sept. 30) 1961
<b>Domestic Trunk Airlines <sup>1</sup></b>							
<i>Assets</i>							
Current Assets.....	436,609	439,826	457,596	504,109	633,794	681,196	631,974
Investments and Special Funds.....	47,405	146,147	127,953	184,162	132,780	130,063	146,967
Flight Equipment.....	890,095	1,097,049	1,363,766	1,521,386	1,898,778	2,327,772	2,661,252
Reserve for Depreciation and Maintenance.....	— 486,289	— 563,513	— 639,018	— 753,446	— 834,828	— 926,748	— 1,028,631
Ground Property and Equipment.....	154,104	180,610	206,452	237,840	279,018	318,308	338,667
Reserve for Depreciation.....	— 77,622	— 89,218	— 101,002	— 115,772	— 132,553	— 153,437	— 170,245
Other Property.....	28,402	41,359	49,668	100,272	105,921	104,311	79,921
Deferred Charges.....	10,634	19,572	23,544	28,567	55,340	67,632	74,599
Total Assets.....	1,003,338	1,271,832	1,488,959	1,707,118	2,138,250	2,549,097	2,734,504
<i>Liabilities and Equity</i>							
Current Liabilities.....	277,037	334,159	314,841	332,789	474,011	499,245	503,647
Long-Term Debt.....	198,915	324,071	484,487	606,581	804,618	1,170,088	1,323,172
Other Non-Current Liabilities.....	401	—	1,225	1,862	1,974	3,001	3,045
Deferred Credits.....	22,847	37,638	50,479	78,818	114,563	137,751	154,216
Stockholders' Equity—Net of Treasury Stock.....	504,138	575,964	294,215	687,068	743,084	739,012	750,424
Preferred Stock.....	29,788	16,591	15,804	24,000	19,072	18,864	36,039
Common Stock.....	80,172	88,943	108,499	111,957	116,627	119,911	123,333
Other Paid-In Capital.....	141,839	178,059	215,654	236,106	262,522	278,465	283,650
Retained Earnings.....	252,340	292,371	298,329	315,493	345,298	322,391	307,997
Less: Treasury Stock.....	1	—	359	488	435	619	595
Total Liabilities and Equity.....	1,003,338	1,271,832	1,488,959	1,707,118	2,138,250	2,549,097	2,734,504
<b>Local Service Airlines</b>							
<i>Assets</i>							
Current Assets.....	13,267	14,874	16,512	20,004	29,911	38,131	42,234
Investments and Special Funds.....	950	1,439	3,025	2,894	2,055	2,487	2,397
Flight Equipment.....	21,195	26,106	32,946	46,305	67,202	82,394	91,795
Reserve for Depreciation and Maintenance.....	— 11,742	— 13,699	— 16,824	— 20,444	— 25,175	— 29,867	— 34,890
Ground Property and Equipment.....	5,085	5,796	6,546	7,595	9,870	11,472	13,011
Reserve for Depreciation.....	— 2,523	— 2,949	— 3,556	— 4,119	— 4,871	— 5,779	— 6,639
Other Property.....	685	3,689	608	1,518	1,931	1,147	1,759
Deferred Charges.....	978	1,598	1,932	2,650	3,542	4,514	5,454
Total Assets.....	27,895	36,854	41,189	56,403	84,465	104,499	115,121
<i>Liabilities and Equity</i>							
Current Liabilities.....	12,477	17,513	22,002	25,135	34,215	43,031	40,767
Long-Term Debt.....	4,011	7,800	8,656	18,106	31,062	43,781	46,869
Other Non-Current Liabilities.....	1	44	206	362	4,072	159	132
Deferred Credits.....	19	242	249	221	293	441	447
Stockholders' Equity—Net of Treasury Stock.....	11,387	11,255	10,076	12,579	14,823	17,087	26,906
Preferred Stock.....	299	163	163	163	163	163	2,672
Common Stock.....	6,558	6,736	6,776	7,360	8,245	8,434	9,264
Other Paid-In Capital.....	4,325	4,890	4,975	5,732	7,180	7,474	10,423
Retained Earnings.....	306	— 427	— 1,724	— 595	— 691	1,089	4,620
Less: Treasury Stock.....	101	107	114	81	74	73	73
Total Liabilities and Equity.....	27,895	36,854	41,189	56,403	84,465	104,499	115,121

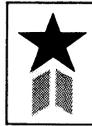
<sup>1</sup> Balance sheet data for domestic trunk airlines reflect their international as well as domestic operations. They are not included in International and Territorial.

<sup>2</sup> Has been carried in the past as Territorial Airlines.

# STOCKHOLDERS' EQUITY

(In Thousands of Dollars)

	1955	1956	1957	1958	1959	1960	(Sept. 30) 1961
<b>Intra-Hawaiian Airlines <sup>2</sup></b>							
<i>Assets</i>							
Current Assets.....	1,068	1,241	1,964	2,101	3,481	4,309	4,162
Investments and Special Funds.....	19	14	113	13	299	56	9
Flight Equipment.....	5,744	6,057	5,931	7,785	11,134	12,980	11,915
Reserve for Depreciation and Maintenance.....	— 2,859	— 3,070	— 3,230	— 3,735	— 4,104	— 4,261	— 4,398
Ground Property and Equipment.....	1,177	1,277	1,355	1,501	1,778	2,231	2,302
Reserve for Depreciation.....	— 749	— 847	— 945	— 1,043	— 1,147	— 1,273	— 1,362
Other Property.....	41	17	133	77	144	96	479
Deferred Charges.....	180	168	182	634	859	1,086	1,084
Total Assets.....	4,621	4,857	5,503	7,333	12,444	15,224	14,191
<i>Liabilities and Equity</i>							
Current Liabilities.....	1,329	1,520	2,011	2,884	2,614	4,709	3,963
Long-Term Debt.....	1,835	1,702	1,635	2,681	6,164	7,393	7,011
Other Non-Current Liabilities.....	—	—	—	—	—	—	—
Deferred Credits.....	1	68	23	2	59	41	56
Stockholders' Equity—Net of Treasury Stock.....	1,456	1,567	1,834	1,766	3,607	3,081	3,161
Preferred Stock.....	—	—	—	—	1,625	1,613	1,575
Common Stock.....	1,981	1,981	1,981	1,283	1,304	1,317	1,354
Other Paid-In Capital.....	832	832	832	1,534	1,792	1,792	1,792
Retained Earnings.....	— 1,357	— 1,246	— 979	— 1,051	— 1,114	— 1,641	— 1,560
Less: Treasury Stock.....	—	—	—	—	—	—	—
Total Liabilities and Equity.....	4,621	4,857	5,503	7,333	12,444	15,224	14,191
<b>Helicopter Airlines</b>							
<i>Assets</i>							
Current Assets.....	2,385	2,309	2,169	2,999	3,315	3,236	2,951
Investments and Special Funds.....	321	290	27	53	164	471	490
Flight Equipment.....	2,508	3,877	5,169	5,023	5,488	5,612	5,777
Reserve for Depreciation and Maintenance.....	— 1,344	— 1,691	— 2,336	— 1,621	— 2,344	— 3,021	— 3,590
Ground Property and Equipment.....	312	576	777	825	894	986	1,077
Reserve for Depreciation.....	— 137	— 197	— 311	— 396	— 497	— 588	— 665
Other Property.....	14	71	1	4	55	50	510
Deferred Charges.....	163	196	302	429	482	580	643
Total Assets.....	4,222	5,431	5,798	7,316	7,557	7,326	7,193
<i>Liabilities and Equity</i>							
Current Liabilities.....	592	736	962	1,804	2,021	1,762	1,928
Long-Term Debt.....	87	817	1,033	1,319	696	354	141
Other Non-Current Liabilities.....	—	—	—	1	1	1	40
Deferred Credits.....	25	69	108	5	152	199	234
Stockholders' Equity—Net of Treasury Stock.....	3,518	3,809	3,695	4,187	4,687	5,010	4,850
Preferred Stock.....	—	—	—	—	—	—	—
Common Stock.....	677	702	734	770	770	957	957
Other Paid-In Capital.....	2,201	2,435	2,546	2,686	2,686	2,672	2,671
Retained Earnings.....	640	672	415	731	1,231	1,381	1,222
Less: Treasury Stock.....	—	—	—	—	—	—	—
Total Liabilities and Equity.....	4,222	5,431	5,798	7,316	7,557	7,326	7,193



# ASSETS, LIABILITIES AND

U. S. Scheduled Airline Industry

(Sept. 30)  
1961

	1955	1956	1957	1958	1959	1960	
<b>International and Territorial Airlines <sup>1</sup></b>							
<i>Assets</i>							
Current Assets.....	112,678	114,807	103,836	114,131	141,000	179,262	233,566
Investments and Special Funds.....	33,911	39,957	55,226	96,983	115,982	48,747	55,300
Flight Equipment.....	221,559	276,046	290,452	321,169	426,986	596,836	540,194
Reserve for Depreciation and Maintenance.....	— 105,831	— 121,023	— 136,835	— 155,841	— 181,146	— 215,569	— 201,399
Ground Property and Equipment.....	31,220	33,746	36,376	37,894	45,587	54,502	56,761
Reserve for Depreciation.....	— 19,189	— 19,529	— 21,816	— 23,571	— 25,130	— 28,475	— 30,564
Other Property.....	2,815	2,527	4,387	7,543	7,006	5,317	4,678
Deferred Charges.....	4,533	5,466	5,370	10,381	19,179	31,117	34,302
Total Assets.....	281,696	331,997	336,996	408,689	549,464	671,737	692,838
<i>Liabilities and Equity</i>							
Current Liabilities.....	82,263	95,434	90,087	64,713	105,555	137,165	165,582
Long-Term Debt.....	60,857	86,410	89,166	171,999	263,052	336,846	323,442
Other Non-Current Liabilities.....	626	723	1,185	995	868	1,262	930
Deferred Credits.....	6,016	6,083	6,607	8,490	10,346	24,924	29,302
Stockholders' Equity—Net of Treasury Stock.....	131,934	143,347	149,951	162,492	169,643	171,540	173,582
Preferred Stock.....	160	150	150	150	-----	141	141
Common Stock.....	17,643	16,269	18,766	19,346	22,163	22,293	21,665
Other Paid-In Capital.....	69,074	71,927	72,357	72,872	80,773	78,764	78,106
Retained Earnings.....	45,196	55,425	60,144	61,566	68,253	71,914	75,042
Less: Treasury Stock.....	139	424	1,466	1,442	1,546	1,572	1,372
Total Liabilities.....	281,696	331,997	336,996	408,689	549,464	671,737	692,838
<b>Intra-Alaskan Airlines</b>							
<i>Assets</i>							
Current Assets.....	2,362	2,983	3,218	3,999	3,973	4,272	9,218
Investments and Special Funds.....	168	168	351	392	278	564	811
Flight Equipment.....	2,906	3,140	4,358	5,827	7,729	8,294	15,117
Reserve for Depreciation and Maintenance.....	— 2,364	— 2,489	— 2,581	— 2,583	— 2,742	— 3,594	— 5,460
Ground Property and Equipment.....	2,278	2,413	2,999	3,075	3,475	3,725	4,920
Reserve for Depreciation.....	— 792	— 938	— 1,134	— 1,274	— 1,500	— 1,631	— 2,399
Other Property.....	68	332	177	402	316	137	512
Deferred Charges.....	35	109	246	271	371	346	917
Total Assets.....	4,661	5,718	7,634	10,109	11,900	12,113	23,636
<i>Liabilities and Equity</i>							
Current Liabilities.....	1,907	2,415	2,843	3,484	3,736	3,905	8,239
Long-Term Debt.....	477	684	1,817	3,250	4,841	4,081	7,880
Other Non-Current Liabilities.....	-----	-----	-----	5	62	59	398
Deferred Credits.....	37	17	68	237	72	22	158
Stockholders' Equity—Net of Treasury Stock.....	2,240	2,602	2,906	3,133	3,189	4,046	6,961
Preferred Stock.....	-----	-----	-----	-----	-----	-----	258
Common Stock.....	1,267	1,478	1,620	2,089	2,040	2,346	2,766
Other Paid-In Capital.....	120	127	155	169	179	184	981
Retained Earnings.....	853	997	1,131	875	970	1,516	2,968
Less: Treasury Stock.....	-----	-----	-----	-----	-----	-----	12
Total Liabilities.....	4,661	5,718	7,634	10,109	11,900	12,113	23,636

<sup>1</sup> Balance sheet data for domestic trunk airlines reflect their international as well as domestic operations. They are not included in International and Territorial.

<sup>2</sup> Has been carried in the past as Territorial Airlines.

# STOCKHOLDERS' EQUITY

(In Thousands of Dollars)

	1955	1956	1957	1958	1959	1960	(Sept. 30) 1961
<b>All-Cargo Airlines</b>							
<i>Assets</i>							
Current Assets.....	11,717	21,192	19,591	20,153	20,481	18,677	24,155
Investments and Special Funds.....	2,850	17,244	4,629	3,337	20,572	28,394	27,208
Flight Equipment.....	24,143	31,571	65,448	55,701	59,027	54,884	131,473
Reserve for Depreciation and Maintenance.....	— 9,308	— 11,498	— 17,501	— 17,522	— 22,331	— 25,425	— 35,652
Ground Property and Equipment.....	2,752	4,666	5,578	4,500	4,214	4,050	4,970
Reserve for Depreciation.....	— 1,354	— 1,833	— 2,382	— 2,258	— 2,378	— 2,438	— 2,675
Other Property.....	398	3,028	2,682	4,534	701	6,231	1,279
Deferred Charges.....	551	2,987	5,122	4,962	2,233	3,532	7,951
Total Assets.....	31,749	67,357	83,167	73,407	82,519	87,905	158,709
<i>Liabilities and Equity</i>							
Current Liabilities.....	10,837	19,202	25,992	22,500	22,001	17,340	39,020
Long-Term Debt.....	7,598	16,813	25,120	18,305	28,325	46,797	90,807
Other Non-Current Liabilities.....	—	—	449	1,104	1,385	379	25
Deferred Credits.....	234	2,276	3,258	3,326	3,030	2,615	2,739
Stockholders' Equity—Net of Treasury Stock.....	13,080	29,066	28,348	28,172	27,778	20,774	26,118
Preferred Stock.....	1,211	1,440	1,437	1,437	1,193	1,192	1,192
Common Stock.....	5,465	6,868	8,237	9,155	10,303	15,325	21,913
Other Paid-In Capital.....	4,304	14,585	15,955	19,257	22,370	20,569	21,001
Retained Earnings.....	2,100	6,422	2,973	— 1,423	— 6,078	— 16,306	— 17,983
Less: Treasury Stock.....	—	249	254	254	10	6	5
Total Liabilities.....	31,749	67,357	83,167	73,407	82,519	87,905	158,709
<b>CONSOLIDATED INDUSTRY</b>							
<i>Assets</i>							
Current Assets.....	580,085	597,232	604,886	667,496	835,955	929,121	948,260
Investments and Special Funds.....	85,625	205,259	191,324	287,834	272,130	210,783	233,182
Flight Equipment.....	1,168,150	1,443,846	1,768,070	1,963,196	2,476,344	3,089,137	3,457,523
Reserve for Depreciation and Maintenance.....	— 619,737	— 716,983	— 818,325	— 955,192	— 1,072,670	— 1,208,691	— 1,314,020
Ground Property and Equipment.....	196,928	229,084	260,083	293,230	344,836	395,349	421,708
Reserve for Depreciation.....	— 102,366	— 115,551	— 131,146	— 148,433	— 168,076	— 193,642	— 214,549
Other Property.....	32,423	51,023	57,656	114,350	116,074	117,289	89,138
Deferred Charges.....	17,074	30,096	36,698	47,894	82,006	108,814	124,950
Total Assets.....	1,358,182	1,724,046	1,969,246	2,270,375	2,886,599	3,448,160	3,746,192
<i>Liabilities and Equity</i>							
Current Liabilities.....	386,442	470,979	458,738	453,309	644,153	707,312	763,146
Long-Term Debt.....	273,780	438,297	611,914	822,242	1,138,759	1,609,341	1,799,322
Other Non-Current Liabilities.....	1,028	767	3,065	4,328	8,361	4,860	4,570
Deferred Credits.....	29,179	46,393	60,792	91,099	128,515	166,008	187,152
Stockholders' Equity—Net of Treasury Stock.....	667,753	767,610	834,737	899,397	966,811	960,639	992,002
Preferred Stock.....	31,458	18,344	17,554	25,750	22,053	21,973	41,877
Common Stock.....	113,763	122,977	146,613	151,960	161,452	170,618	181,252
Other Paid-In Capital.....	222,695	272,855	312,474	348,356	377,502	389,920	398,624
Retained Earnings.....	300,078	354,214	360,289	375,596	407,869	380,398	372,306
Less: Treasury Stock.....	241	780	2,193	2,265	2,065	2,270	2,057
Total Liabilities.....	1,358,182	1,724,046	1,969,246	2,270,375	2,886,599	3,448,160	3,746,192



**AIRCRAFT OWNED AND ON ORDER**  
By U. S. Scheduled Airline Industry  
(For Selected Years)

Manufacturer	Model	1939	1949	1952	1956	1959	1960	1961	New aircraft on order for delivery in:	
									1962	1963*
<b>Armstrong-Whitworth:</b>	Argosy (Turboprop)	---	---	---	---	---	0	7	---	---
<b>Boeing:</b>	247D, 307B, 314	45	5	---	---	---	---	---	---	---
	377	---	35	44	34	21	3	---	---	---
	B707 (Jet)	---	---	---	---	66	91	94	38	---
	B720 (Jet)	---	---	---	---	---	22	61	6	---
	B727 (Jet)	---	---	---	---	---	---	---	---	105
<b>Canadair:</b>	CL44 (Turboprop)	---	---	---	---	---	---	7	---	---
<b>Convair:</b>	240	---	112	113	100	46	51	46	---	---
	340	---	---	8	123	122	117	116	---	---
	440	---	---	---	19	36	31	31	---	---
	540 (Turboprop)	---	---	---	---	1	4	5	---	---
	600 (Jet)	---	---	---	---	---	---	---	---	---
	880 (Jet)	---	---	---	---	---	14	35	---	---
	990 (Jet)	---	---	---	---	---	---	---	21	---
<b>Curtiss:</b>	C-46	---	2	75	94	66	42	42	---	---
<b>DeHavilland:</b>	BAC 111	---	---	---	---	---	---	---	---	6
<b>Douglas:</b>	DC-2	56	---	---	---	---	---	---	---	---
	DC-3	147	449	419	356	305	276	256	---	---
	DC-4	---	230	185	143	73	52	34	---	---
	DC-6	---	109	195	299	325	301	267	3	---
	DC-7	---	---	---	132	220	217	217	---	---
	DC-8 (Jet)	---	---	---	---	18	75	89	6	---
<b>Fairchild:</b>	F-27 (Turboprop)	---	---	---	---	---	42	43	2	---
<b>Lockheed:</b>	L-10	41	6	---	---	---	---	---	---	---
	Lodestar	---	11	11	10	---	---	---	---	---
	Other early models	6	---	---	---	---	---	---	---	---
	Constellation	---	79	115	117	104	75	69	---	---
	Super Constellation	---	---	24	79	137	129	118	---	---
	Electra (Turboprop)	---	---	---	---	---	107	122	---	---
<b>Martin:</b>	202	---	24	21	23	19	15	16	---	---
	404	---	---	96	97	85	80	61	---	---
<b>Sikorsky:</b>	All Types	28	---	---	---	---	---	---	---	---
<b>Sud Aviation:</b>	Caravelle (Jet)	---	---	---	---	---	---	8	1	20
<b>Vickers:</b>	V-700 (Series) (Turboprop)	---	---	---	54	67	61	58	---	---
	V-800 (Series) (Turboprop)	---	---	---	---	15	13	13	---	---
<b>Other</b>		24	10	17	25	15	24	29	---	---
<b>Total Fixed Wing</b>		347	1,072	1,323	1,705	1,871	1,842	1,844	76	131
<b>Helicopters:</b>										
Bell:	B47	---	6	6	7	5	5	4	---	---
Sikorsky:	S51	---	5	3	2	2	2	2	---	---
	S55	---	---	5	8	5	5	5	---	---
	S58	---	---	---	3	6	7	7	---	---
	S61 (Turbine)	---	---	---	---	---	---	0	8	---
	S62 (Turbine)	---	---	---	---	---	1	1	---	---
Boeing Vertol:	V44B	---	---	---	---	5	5	5	---	---
	V107 (Turbine)	---	---	---	---	---	---	---	4	---
<b>Total Helicopters</b>		---	11	14	20	23	25	24	12	---

\* 1963 and subsequent years.

Source for 1961 totals is Federal Aviation Agency's "The U. S. Civil Air Carrier Fleet, September 30, 1961." Chart on Page 6, herein, reflects tentative plane-type totals as of December 31, 1961.



## CLASSES OF UNITED STATES COMMERCIAL AIR CARRIERS

There are nine generally recognized classes of operators in the air transport industry of the United States. These classifications are used by the Civil Aeronautics Board in connection with the economic regulation of the industry and under the Federal Aviation Act are based largely on the scope of operations authorized or allowed by that Act. Classes One to Seven have certificates of convenience and necessity authorizing them to conduct regularly scheduled services.

1. **The Domestic Trunk Lines** include those carriers which presently have permanent operating rights within the continental United States. There are currently eleven trunk lines, most of which operate high-density traffic routes between the principal traffic centers of the United States.

American	Delta	Northeast	United
Braniff	Eastern	Northwest	Western
Continental	National	Trans World	

2. **The Domestic Local Service Lines** have, with one exception, been certificated since 1945. These carriers operate routes of lesser traffic density between the smaller traffic centers and between these centers and principal centers. The thirteen local service lines in 1961 were:

Allegheny	Lake Central	Ozark	Southern
Bonanza	Mohawk	Pacific	Trans Texas
Central	North Central	Piedmont	West Coast
Frontier			

3. **The Intra-Hawaiian Carriers** operate between the several islands comprising the State of Hawaii.

Aloha	Hawaiian
-------	----------

4. **The Intra-Alaskan Carriers** provide service within the State of Alaska.

Operating between continental U. S. and Alaska		Operating within Alaska	
Alaska <sup>1</sup>	Pacific Northern <sup>1</sup>	Alaska	Kodiak
Northwest <sup>1</sup>	Pan American <sup>1</sup>	Alaska Coastal	Northern Consolidated
		Bristol Boy <sup>2,3</sup>	Pacific Northern
		Cordova	Reeve Aleutian
		Ellis	Western Alaska
		Howard J. Mays <sup>2,3</sup>	Wien

5. **The Helicopter Carriers** presently operate between airports, central post offices, and suburbs of New York, Chicago and Los Angeles. Originally certificated as exclusive mail carriers they now fly passengers, airfreight and air express, in addition to U. S. mail.

Chicago Helicopter Airways	Los Angeles Airways	New York Airways
----------------------------	---------------------	------------------

6. **The International and Territorial Lines** include all U. S.-Flag air carriers operating between the United States and foreign countries other than Canada, and over international waters. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean and to Alaska and Hawaii.

Alaska	Eastern	Pan American	Transportation Corp. of
American	Mackey <sup>2</sup>	Pan American-Grace	America
Braniff	National	Samoan <sup>2</sup>	Trans World
Caribbean Atlantic	Northwest	South Pacific <sup>2</sup>	United
Delta	Pacific Northern		Western

7. **The All-Cargo Lines** operate under temporary certificates authorizing scheduled cargo flights between designated areas in the U. S., and in one case to the Caribbean and in another to Europe.

AAXICO	Flying Tiger	Seaboard World
Aerovias Sud Americana	Riddle	Slick

8. **Supplemental Air Carriers.** New legislation is pending in Congress concerning the future role of these carriers. As of April 10, 1962, there were 29 companies registered with CAB as supplementals.

9. **Others.** Among other classes of operators are the air taxi operators and airfreight forwarders. Air taxi operators are authorized through the exemption process and can operate aircraft up to a gross weight of 12,500 pounds. There are 2,618 authorized. Airfreight forwarders also operate under exemption authority. There are 75 forwarders operating in domestic interstate and foreign and overseas commerce. In addition, a single carrier, Avalon Air Transport, Inc., a certificated route carrier, operates between Los Angeles and Santa Catalina.

<sup>1</sup> Statistical data of these carriers are separated to show Intra-Alaskan operations and Territorial operations.

<sup>2</sup> Certificated non-mail carriers.

<sup>3</sup> Not operating.



# AIR TRANSPORT ASSOCIATION OF AMERICA

Twenty-Third Edition

Facts and Figures, 1962

## OFFICERS

Stuart G. Tipton, *President*  
Frederick Davis, *V.P., Planning & Administration*  
John Hoving, *V.P., Executive Action*  
E. F. Kelly, *V.P., Finance & Accounting*  
W. N. Martin, *V.P., Public Affairs*  
J. L. O'Brien, *V.P., Personnel Relations*  
Leo Seybold, *V.P., Federal Affairs*

Jack M. Slichter, *V.P., Traffic*  
John E. Stephen, *General Counsel*  
W. B. Becker, *Director, Operations & Engineering*  
John Lundmark, *Assistant V.P., Traffic*  
Clif Stratton, Jr., *Secretary*  
Bess Udoff, *Assistant Secretary*  
J. F. Hintersehr, *Treasurer*

## DIRECTORS

C. E. Beard (Braniff)  
John H. Connelly (Pacific)  
Robert L. Cummings, Jr. (New York)  
Keith Kahle (Central)  
W. A. Patterson (United)  
Robert W. Prescott (Flying Tiger)

E. V. Rickenbacker (Eastern)  
Robert F. Six (Continental)  
C. R. Smith (American)  
Charles C. Tillinghast, Jr. (Trans World)  
J. T. Trippe (Pan American)  
C. E. Woolman (Delta)

## MEMBER AIRLINES

Alaska Airlines, *Chas. F. Willis, Jr., President, 2320 Sixth Avenue, Seattle 1, Washington*  
Alaska Coastal Airlines, *O. F. Benecke, Co-Manager, 2 Marine Way, Juneau, Alaska*  
Allegheny Airlines, *Leslie O. Barnes, President, Washington National Airport, Washington 1, D. C.*  
Aloha Airlines, *Hung Wo Ching, President, Post Office Box 3769, Honolulu, Hawaii.*  
American Airlines, *C. R. Smith, President, 633 Third Avenue, New York 16, New York*  
Bonanza Airlines, *Edmund Converse, President & Chairman of the Board, Post Office Box 391, Las Vegas, Nevada*  
Braniff Airways, *C. E. Beard, President, Braniff Building, Post Office Box 35,001, Dallas 35, Texas*  
\*Canadian Pacific Airlines, *G. W. G. McConachie, President, Vancouver Airport, Vancouver, B. C., Canada*  
Caribbean-Atlantic Airlines, *Dionisio Trigo, President, Post Office Box 6035, Loiza Station, Santurce, Puerto Rico.*  
Central Airlines, *Keith Kahle, President, Amon Carter Field, Fort Worth, Texas*  
Chicago Helicopter Airways, *C. W. Moore, Executive Vice President, 5240 West 63rd Street, Chicago 38, Illinois*  
Continental Air Lines, *Robert F. Six, President, Stapleton Airfield, Denver 7, Colorado*  
Delta Air Lines, *C. E. Woolman, President & General Manager, Atlanta Airport, Atlanta, Georgia*  
Eastern Air Lines, *Malcolm A. MacIntyre, President & Chief Executive Officer, 10 Rockefeller Plaza, New York 20, New York*  
The Flying Tiger Line, *Robert W. Prescott, President, Lockheed Air Terminal, Burbank, California*  
Frontier Airlines, *Lewis W. Dymond, President and Director, 5900 East 39th Avenue, Denver, Colorado*  
Hawaiian Airlines, *A. D. Lewis, President & Chief Executive Officer, Post Office Box 3287, Honolulu 1, Hawaii*  
Lake Central Airlines, *Lloyd W. Hartman, President, Weir Cook Municipal Airport, Indianapolis 21, Indiana*  
Los Angeles Airways, *C. M. Belinn, President, Box 90155, Los Angeles 9, California*  
Mackey Airlines, *Joseph C. Mackey, President, 500 Southwest 34th Street, Broward County International Airport, Fort Lauderdale, Florida*  
Mohawk Airlines, *Robert E. Peach, President, Oneida County Airport, Utica, New York*  
National Airlines, *G. T. Baker, Chairman of the Board, Post Office Box NAL, Airport Mail Facility, Miami 59, Florida*  
New York Airways, *Robt. L. Cummings, Jr., President, Post Office Box 426, LaGuardia Airport Station, Flushing 71, New York*  
North Central Airlines, *Hal N. Carr, President & General Manager, 6201 34th Avenue South, Wold Chamberlain Field, Minneapolis 50, Minnesota*  
Northeast Airlines, *James W. Austin, President & General Manager, Logan International Airport, Boston 28, Massachusetts*  
Northern Consolidated Airlines, *Raymond I. Petersen, President & General Manager, Box 6247, International Airport, Anchorage, Alaska*  
Northwest Airlines, *D. W. Nyrop, President, Minneapolis-St. Paul International Airport, St. Paul 11, Minnesota*  
Ozark Air Lines, *Jos. H. FitzGerald, President, Lambert Field, St. Louis 34, Missouri*  
Pacific Air Lines, *John H. Connelly, President, San Francisco International Airport, San Francisco, California*  
Pacific Northern Airlines, *A. G. Woodley, President & General Manager, 400 Norton Building, Seattle 4, Washington*  
Pan American-Grace Airways, *Andrew B. Shea, President, 135 East 42nd Street, New York 17, New York*  
Pan American World Airways, *J. T. Trippe, President, 135 East 42nd Street, New York 17, New York*  
Piedmont Airlines, *T. H. Davis, President, Smith Reynolds Airport, Winston-Salem 1, North Carolina*  
Reeve Aleutian Airways, *Robert C. Reeve, President & Superintendent of Operations, Box 559, Anchorage, Alaska*  
Riddle Airlines, *Robert M. Hewitt, President, Post Office Box 535, Miami International Airport Branch, Miami 48, Florida*  
Seaboard World Airlines, *Richard M. Jackson, President & Chairman of the Board, Seaboard World Airlines Building, New York International Airport, Jamaica 30, New York*  
Southern Airways, *Frank W. Hulse, President, 1101 Brown-Marx Building, Birmingham, Alabama*  
\*Trans-Canada Air Lines, *W. Gordon Wood, Vice President-Sales, Terminal Centre Building, 1060 University Street, Montreal 3, Quebec, Canada*  
Trans Caribbean Airways, *O. Roy Chalk, President, 375 Park Avenue, New York 22, New York*  
Trans-Texas Airways, *R. E. McKaughan, President, Suite 814, Texas Eastern Building, Houston 2, Texas*  
Trans World Airlines, *Charles C. Tillinghast, President, 380 Madison Avenue, New York 17, New York*  
United Air Lines, *W. A. Patterson, President, Executive Offices, O'Hare International Airport, Post Office Box 8800, Chicago 66, Illinois*  
West Coast Airlines, *Nick Bez, President, 1220 Dexter Horton Building, Seattle 4, Washington*  
Western Air Lines, *T. C. Drinkwater, President, Post Office Box 90,005, Airport Station, Los Angeles 45, California*  
Wien Alaska Airlines, *Sigurd Wien, President & General Manager, Box 690, Fairbanks, Alaska*

\*Associate Member

AIR TRANSPORT ASSOCIATION OF AMERICA

1000 CONNECTICUT AVE., N.W., WASHINGTON 6, D. C.

Printed in U.S.A.